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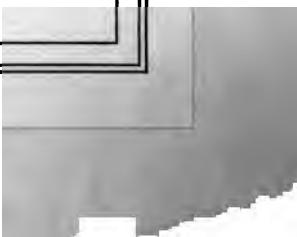
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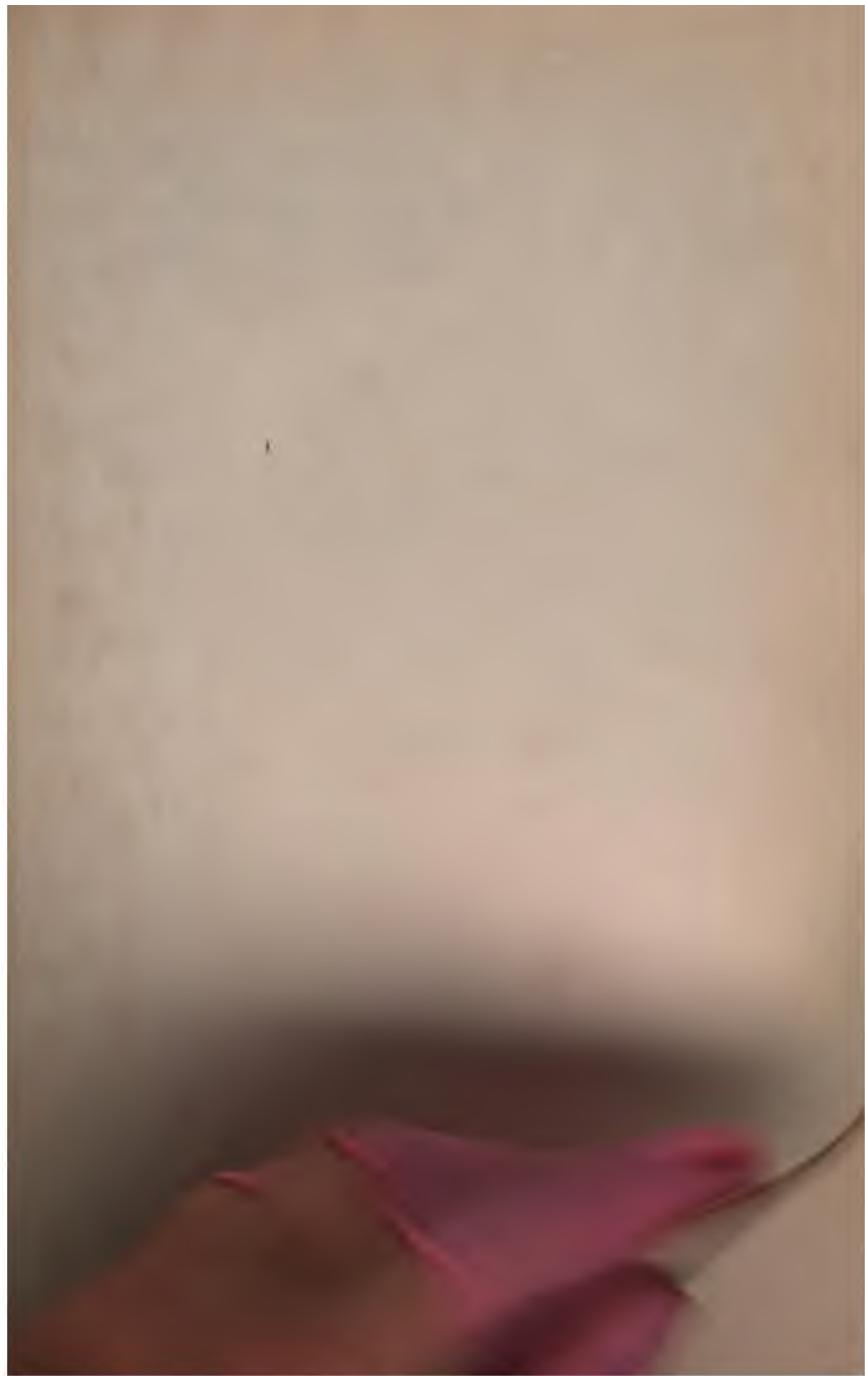
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Pepys' Memoires of the
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Publisher to the University of Oxford
London, Edinburgh, New York
and Toronto

Samuel *Pepys'*
Memoires
Of the Royal Navy

1679-1688

Edited by

J. R. TANNER

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Cambridge

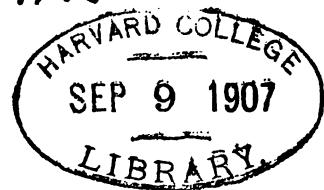


At the Clarendon Press

M CM VI

~~1452.20.10~~

BV 1915.12



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Oxford
Printed at the Clarendon Press
By Horace Hart, M.A.
Printer to the University

213.9
1915.12

INTRODUCTION

IT cannot be too often insisted upon that Pepys's *Diary* is a by-product of the life of Samuel Pepys. We are apt to forget that Pepys was not seven-and-twenty when he began it, and only six-and-thirty when the state of his eyesight compelled him to bring it to an end. But he lived to be seventy years of age, and during part of that later life he occupied an official post of the highest importance and exercised an immense influence upon naval affairs. Even during the *Diary* days, when he was only Clerk of the Acts, Monck had called him 'the right hand of the Navy', and the Commission which reported in June, 1805, recognizing the durable tradition of his greatness which the period of his authority had established, spoke of him as 'a man of extraordinary knowledge in all that related to the business' of the Navy, 'of great talents, and the most indefatigable industry'.¹ The official Pepys, who thus

¹ *Diary*, iv. 400 (April 24, 1665).

² Wheatley, *Pepysiana*, p. 160.

appeared

appeared indispensable to his contemporaries, and impressed his successors with the record of a fine career of public service, is a different person from the Pepys of the *Diary*. The work of the Navy Records Society has recently begun to bring into court the evidence contained in the Pepysian Library at Magdalene College, Cambridge.¹ The official correspondence of Pepys himself during the time that he was Secretary to the Admiralty, and other official documents copied or carried off by him into his own library, disclose a public servant of a much higher type than anything which the period of the Restoration has hitherto been credited with producing. Pepys appears here as a man of sound judgement, of orderly business habits and methods, of great administrative capacity and energy, and of extraordinary shrewdness and tact in dealing with men. He reorganized the administration of the navy at the points where it was weakest, brought in business principles where they had not been hitherto effectively applied, and made some progress, in spite of difficulties which

¹ Ed. J. R. Tanner, *A Descriptive Catalogue of the Naval Manuscripts in the Pepysian Library*, vols. i, ii. (Navy Records Society Publications, vols. xxvi, xxvii.)

would

would have been the despair of a less strenuous administrator, towards the solution of the delicate problem of naval discipline. The *Diary* suggests Restoration vices; the record of the official career of its author exhales the authentic savour of Puritan virtues. In his unselfish devotion to duty, in his pride in the great organization which he controlled, in the patience and tenacity with which he laboured to bring his subordinates gradually up to a higher standard of conduct, Pepys is at one with the Puritan colonels who organized and carried through the First Dutch War. In spite of all the tendencies of the Restoration, he was caught up on to the same high plane of duty. The naval administrators of the Commonwealth had everything in their favour—unlimited funds, the tone of the time, a business tradition carried over from the Cromwellian army. Samuel Pepys had none of these things, and yet he displayed the same spirit, and achieved no mean result.

If the intimate self-revelation of the *Diary* does a good deal less than justice to Pepys the public servant, peculiar interest must necessarily attach to his only other acknowledged work, *Memoirs relating to the State of the Royal Navy of England*, for in this he appears as a naval administrator
pure

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pure and simple, defending an official position in official language, with the help of statistics and official documents.

In form the *Memoirs* are a fragment of history—‘the contents of one chapter of a greater number, wherewith the world may some time or other be more largely entertained upon the general subject of the *Navalia* of England.’¹ We know that Pepys dallied with the notion of becoming an historian from an entry in the *Diary*, where he receives with enthusiasm the idea of writing a history of the First Dutch War, ‘it being a thing I much desire, and sorts mightily with my genius’.² Evelyn also, in writing of his friend’s death on May 26, 1703, refers both to the *Memoirs* and to the larger design of which they were intended to be the forerunner. ‘This day died Mr. Sam. Pepys, a very worthy, industrious, and curious person, none in England exceeding him in knowledge of the navy. . . . Besides what he published of an account of the navy as he found and left it, he had for divers years under his hand the History of the Navy, or *Navalia* as he call’d it; but how far advanced and what will follow of his is

¹ p. 128 *infra*.

² *Diary*, iv. 158 (June 13, 1664).

left

left, I suppose, to his sister's son¹ The immediate occasion for the *Memoirs*, however, was not historical but controversial. A note at the end of one of the Pepysian Manuscripts² tells us that they were published about June, 1690, to defend the Special Commission of 1686 in general, and Sir Anthony Deane, Mr. Hewer, and Pepys himself, in particular, against the attacks of 'a strong combination' 'raised for the discrediting of the same'.

In May, 1679, Pepys had been driven from office by the Popish Plot. He had been succeeded in the Secretaryship of the Admiralty by Thomas Hayter, but with this had been associated other and greater changes. The whole office of Lord High Admiral had been placed in commission, with the result that for five years the higher administration of the Navy was entirely in the hands of incompetent and inexperienced men. 'No king,' wrote Pepys in his private minute-book³, 'ever did so unaccountable thing to oblige his people by, as to dissolve a commission of the Admiralty then in his own hand, who best understands the business of the sea

¹ Evelyn's *Diary* (edition of 1879), iii. 165.

² Pepysian MSS., No. 1,490, p. 73.

³ ib., No. 2,866, *Naval Minutes*, p. 76.

of any prince the world ever had, and things never better done, and put it into hands which he knew were wholly ignorant thereof, sporting himself with their ignorance.' The result was that the effective force at sea was reduced; the ships in harbour were allowed to fall out of repair; and waste and neglect appeared in every department of the administration. In May, 1684, however, the Admiralty Commission of 1679 was revoked, the office of Lord High Admiral passed once more into the hands of the King, with the advice and assistance of James, Duke of York, and on June 10 Pepys was recalled to the office of Secretary to the Admiralty, now formally constituted for the first time by letters patent under the Great Seal.¹ The result was a new experiment in organization—the establishment of the temporary Special Commission of 1686 to remedy the disorders in the navy which had been inherited from the reign of the Admiralty Commission of 1679–84. The purpose of the *Memoirs* was on the one hand to denounce the period of mismanagement, and on the other hand to defend the Special Commission of 1686 from the charges which had been brought against it.

¹ Pepysian MSS., *Miscellanies*, xi. 226.

A great part of the original materials from which the *Memoirs* are compiled is to be found in the Pepysian Library at Cambridge, in a manuscript volume entitled *My Diary relating to the Commission constituted by King James the Second, Anno 1686, for the Recovery of the Navy, with a Collection of the Principal Papers incident to and conclusive of the same.*¹ Among other papers, this contains 'A Memorial and Proposition from the Secretary of the Admiralty touching the Navy', bearing date January 26, 1685-6, which was presented to King James II, 'in his new closet' (the Lord Treasurer being, present), on January 29, 'where they received it both with extraordinary instances of satisfaction and concurrence'. This 'Memorial' opens with a comparison of the state of the Navy in 1679 and in 1684, in which the figures given do not differ materially from those in the *Memoirs*.² Next is an account of the state of the navy in January, 1686, which is evidently the source from which the corresponding section of the *Memoirs* was compiled.³ Then follows a 'Proposi-

¹ Pepysian MSS., No. 1,490.

² pp. 2-5 and 8-9 *infra*.

³ pp. 13-16 *infra*.

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tion' containing the suggestions which Pepys had to offer for the remedy of the chargeableness of the navy, and this is the original of the document bearing the same title, which is printed below.¹ The list given in the printed volume² of the necessary qualifications of those who were to be employed in the work of reorganization is also borrowed from the 'Memorial', which gives a much fuller account than that of the *Memoirs* of the steps which were taken to secure the services of the famous shipwright, Sir Anthony Deane. Pepys prints in the *Memoirs*³ a list of shipwrights from his manuscript volume, but he does not print the somewhat libellous 'characters' of the different individuals named in it, which are to be found in the MS. Of these the description of Mr. Lawrence, the master shipwright at Woolwich, may be taken as typical: 'A low-spirited, slow, and gouty man . . . illiterate and supine to the last degree.' The purpose of this list of disqualifications

¹ pp. 19-22. The form in the printed *Memoirs* is that in which the manuscript was transcribed for the use of Sir Anthony Deane and his colleagues.

² pp. 25-6 *infra*.

³ pp. 29-30 *infra*.

was

was to compel the King to come to terms with Sir Anthony Deane, and the method adopted was entirely successful.

The *Memoirs* deal with four other points of interest lying outside the problem of higher naval reorganization with which they are mainly concerned. (1) The defenders of the incapable administration of 1679-84 had attributed the decay of the thirty new ships built under the Act of 1677 to 'want of care in the choice of their materials, as being built either of East Country goods, or doted and decayed English timber'.¹ In the *Memoirs*² Pepys, with the aid of official documents, vindicates East Country plank, and attributes the decay of the ships to 'the plain omission of the necessary and ordinary cautions used for the preserving of new-built ships'³—want of graving and bringing into dock; neglect to clean and air the holds, 'till I have with my own hands gathered toad-stools growing in the most considerable of them, as big as my fists';⁴ exposure 'in hot weather to the sun broiling in their buttocks and elsewhere for want of cooling with water'; and 'planks not opened

¹ Pepysian MSS., *Admiralty Letters*, x. 170.

² pp. 33-54 *infra.* ³ p. 47 *infra.*

⁴ 15. *infra.* ⁵ p. 48 *infra.*

upon

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upon the first discovery of their decays, nor pieces put in where defective'.¹ (2) The *Memoirs*² print, presumably from the Pepysian MSS.,³ James II's 'establishment about plate carriage and allowance for captains' tables', dated July 15, 1686—an attempt to revive discipline in the navy by giving the Admiralty a ready control over ships on foreign service, and at the same time so to improve the position of the captains as to put them beyond the reach of temptations to neglect public duty for private gain. (3) Pepys attempts a financial vindication of the Special Commission of 1686,⁴ showing that the sums expended by it amounted altogether to £307,570 less than 'might unexceptionally have been expended' on the calculation of the original 'Proposition'; and notes that the salaries of the officials who effected this saving amounted to little more than £6,000 and the 'simple wages of a worn, unassisted secretary'.⁵ (4) From the ample materials at his disposal he furnishes complete and orderly lists of the ships of the Royal Navy.⁶ Some of this

¹ p. 48 *infra.*

² pp. 55-68 *infra.*

³ No. 2,867, *Naval Precedents*, p. 245.

⁴ pp. 80-5 *infra.*

⁵ p. 85 *infra.*

⁶ pp. 86-127 *infra.*

information

information was probably derived from his *Register of the Ships of the Royal Navy of England* now preserved in the Pepysian Library.¹

Regarded as controversial literature, Pepys's *Memoirs* are extraordinarily methodical, temperate, and fair. The official documents are allowed to tell their own story; where they are condensed, our access to the original materials enables us to appreciate the skill, accuracy,² judgement, and sense of proportion with which the condensation is effected; and the writer contrives to preserve throughout a tone of reasonableness which was not any too common in the controversies of the day. Moreover the conclusions to which Pepys came are confirmed from independent

¹ Pepysian MSS., no. 2,940. The *Register* is printed in the *Descriptive Catalogue of the Naval Manuscripts in the Pepysian Library*, vol. i. (Navy Records Society Publications, vol. xxvi.)

² It is curious that Pepys, usually so accurate, should begin his *Memoirs* with a mistake. He speaks of himself (p. 1 *infra*) as 'now shut up in the Tower' in *April*, 1679. As a matter of fact he was not committed thither under the Speaker's Warrant until May 22 (*D. N. B.* xliv. 363). The last letter written by him as Secretary to the Admiralty is dated May 21 (Pepysian MSS., *Admiralty Letters*, ix. 284).

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sources. His condemnation of the administrators of 1679-84 is supported, as Macaulay points out,¹ by an expert from the French Admiralty; and his eulogy of the Special Commission of 1686 is justified by the report of the Commission of Public Accounts appointed in December, 1690,² under an Act passed in the first Parliament of William III.

In his concluding remarks³ Pepys ascends for a moment from the plane of polemics to higher ground. The essential 'truths' of the 'Sea Oeconomy' of England are as valid to-day as when he stated them more than two centuries ago—'that integrity and general (but unpractised) knowledge are not alone sufficient to conduct and support a navy so as to prevent its declension into a state little less unhappy than the worst that can befall it under the want of both': 'that not much more (neither) is to be depended on, even from experience alone and integrity, unaccompanied with vigour of application, assiduity, affection, strictness of discipline, and method'; but that what is needed above

¹ *History of England* (Longmans, 2 vols., 1880), i. 146.

² Dec. 26, 1690 (*Commons Journals*, x. 528).

³ pp. 128-31 *infra*.

all

all things is 'a strenuous conjunction of all these'. And the *non nobis* with which he concludes his volume is not inconsistent with that sober Puritanism upon which this complex character was ultimately based—'and yet not such but that (even at this its zenith)' the navy of England 'both did and suffered sufficient to teach us that there is Something above both that and us that governs the world. To which (Incomprehensible) alone be glory.'

A correspondence on the bibliography of the *Memoirs* has been published in *Notes and Queries*,¹ from which it appears that some copies of the original edition contain manuscript corrections, apparently made at the same time and with the same ink and pen. These have been attributed to Pepys himself, and may very well have been made by him in the copies which he gave away

¹ *Seventh Series*, vol. vii, pp. 81, 196, 274, 315, 398. The writer of this Introduction desires to acknowledge his indebtedness for this reference to Mr. C. E. Doble of the Clarendon Press, who has also allowed him to see a copy of the *Memoirs* containing Pepys's corrections.

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among his friends. They have all been noted in the reprinted text.¹

Although some of the corrections suggest that the author might have read his proofs more carefully in the first instance,² yet if they are taken as a whole, another inference may be drawn from them. Provided that the identification of the handwriting is correct, they show the characteristic care which Pepys afterwards took to make his defence of his naval administration accurate on points of form, as well as in all matters of detail.

J. R. TANNER.

ST. JOHN'S COLLEGE, CAMBRIDGE,
April, 1906.

¹ pp. 7, 19, 21, 22, 23, 24, 32, 39, 49, 50, 56, 65, and 76 *infra*.

² Cf. also the misprint for 'particularly' on p. 50 *infra*, line 16.

Memoires
Relating to the
S T A T E
O F T H E
ROYAL NAVY
O F
ENGLAND,
For Ten Years, Determin'd
December 1688.

*Quantis molestiis vacant, qui nihil omnino
cum Populo contrakunt? Quid Dulcissus
Otio Litterato? Cic. Tusc. Disp.*

L O N D O N:

Printed for *Ben. Griffin*, and are to be sold
by *Sam. Keble* at the Great *Turks-Head* in
Fleet-street over against *Fetter-Lane*, 1690.



Mémoires
 Relating to the
 S T A T E
 OF THE
 R O Y A L N A V Y
 OF
 E N G L A N D.

Was in *April 1679*, when (my April
 unhappy *Master*, his then *Royal 1679*
Highness, having but newly been
 commanded abroad, and my self now
 shut up in the *Tower*) *His Majesty K. Admi-*
Charles the Second was led to the ex-*ralty-*
 changing the *Method*, wherein the *Manage-*
Affairs of his *Admiralty* had for some *ment*
 years before been manag'd under his
 own *Inspection*, for that of a *Com-*
mission, charg'd with the *Execution* of
 the whole *Office* of his *High Admiral*.

PEPYS

B

An

Mémoires touching

*The Jun-
ture pro-
per for
the Alter-
ation.*

*Inqui-
sition into
the Navy
by Par-
liament.*

*State of
the Navy
then.*

*Ships in
Sea-Ser-
vice.*

An Occurrence carrying this in it of peculiar ; That no one *Article of Time* appears within the whole *History of our Navy*, wherein this could have fallen out more equally towards the *Persons* immediately interested in the *Alteration*. Forasmuch as (by occasion of a *War* then newly in agitation with *France*) the *State of the Navy* had past an *Inquisition* so publick and solemn (extant at this day in the *Registers* both of *Parliament* and its own) as no time can shew to have at once been ever before taken ; leaving no room for *Controversie* (under any future *Events*) touching the condition wherein the *Navy* was at that time, either deliver'd over by the *one*, or taken in charge by the *other*.

Which Condition was shortly this, viz.

I. The *Gross of the Fleet of England* was in that state of *Repair*, as (in prospect of the foremention'd *War*) to have had but few Months before, and upon less than four Months warning,

ing, actually in *Sea-service and Pay*, compleatly furnished with six Months *Sea-stores*, *Eighty three* of His Majesties own *Ships of War* and *Fire-Ships* (over and above Merchant-men, and the numerous Train of *Ketches*, *Smacks*, *Yachts*, and other small Craft, attending the same) and these of the highest, as well as other Rates, employing in the whole above 18000 Men, as follows.

Abstract of the Fleet in August, 1678.

	N ^o	Men.
<i>Rates</i> —	1	5—3135
	2	4—1555
	3	16—5010
	4	33—6460
	5	12—1400
	6	7—423
<i>Fire-Ships</i> —	6	340
<i>Total</i> 83—18323		

Of which were left in like *Sea-Pay* at the time of my *Confinement*, Three-

Mémoires touching
Score and Sixteen of the following
Rates, bearing 12000 Men.

Abstract of the Fleet, left by Mr.
Pepys in Sea-pay, April 1679.

	Nº	
Rates —	$\left\{ \begin{array}{l} 1 — 1 \\ 2 — 3 \\ 3 — 15 \\ 4 — 30 \\ 5 — 12 \\ 6 — 7 \end{array} \right\}$	Men.
		— 12040
Fire-Ships —	8	
		<hr/>
	Total	76

Condition
of those
in Har-
bour.

II. The whole *Residue* of the *King's*
Repairable *Ships* were (upon no less
solemn an *Enquiry*) reported within
the same time, by the *Surveyor* of his
Navy, and *Body* of the *Navy-Board*,
in a condition of being throughly
fitted for the *Sea* and furnish'd with
Sea-stores for 50000*l.*

Stores in
Magazine.

III. And towards this, and the
answering what extraordinary *Supplies*
this

this *Fleet* (had not the War prov'd abortive, and the *Ships* with their *Stores* been thereby in the main soon brought in and laid up) might have had occasion for, beyond its fore-mention'd six Months; a further *Reserve* remain'd untouched in *Magazine*, to the value of *Threescore thousand pounds*.

IV. Lastly, A *Force* additional to *Thirty Capital Ships* was ^{*Thirty Capital Ships in Building.*} then actually in *Building*; Whereof Eleven newly *Launch'd*, and the Remainder (all of them) under an assiduous prosecution upon the *Stocks*. An Addition, rendering the *Whole* a Security not unequal (ordinary *Providence* concurring) to the publick *Ends* of it, in the maintenance of the *Peace* and *Honour* of the *Government* on *Shore*, and support of its ancient, rightfull, and envy'd *Title* to *Dominion* at *Sea*.

This was the *Posture* of the *Royal Navy* at the time of my *Removal* from it. Concerning which I shall take the

Mémoires touching

the liberty only to say, That though I am one, who could never think any room left for a *Subject's* Supererogating in the honest *Service* of his *Prince*; yet cannot I but own so much content in the contemplation of that little *Part* I had born in the rendering it such, as may reasonably arise from the not being conscious of any one *Instance* to be shewn me through the whole *Marine History of England*, of a time wherein its *Navy* had been ever before recorded in a better.

*State of
the Navy
of Eng-
land in
no time
better.*

*May
1679,
Commis-
sion of
the Ad-
miralty,
its Date
and Dur-
ation.*

*Conduct
thereof
observed.*

And so sets out this *Commission* in *May 1679*, continuing in its Execution five years.

During which, being my self wholly sequestred from that and all other *Publick Affairs*, Those of the *Navy* became foreign to me; as having no other Notices concerning them, than what too often occur'd in common conversation, touching the *effects* of *Inexperience* daily discovering themselves in their *Conduct*; and (what was no mean *Addition* to it) the unconcernment

ment wherewith his then *Majesty* was said to suffer his being familiarly entertain'd on that Subject; while at the same time his transcendent *Mastery* in all *Maritime Knowledge*, could not (upon the least *Reflection*) but bring into his view, the serious *Reckoning* the same must soon or late end in, to his *Purse* and *Government*. As at the five *years* end it prov'd to do.

When (in *May* 1684.) being self-
convinc'd of the inexpediency of his 1684.
longer continuing the *Navy* under *Navy*
that *Management*, He was pleas'd to *resumed*
come to a sudden determination, of *into the*
resuming the *Business* of it into his *Kings*
own Hands, assisted by his *Royal Brother* *own*
then come back, and by his Commands, *bands*,
(neither fought-for, nor foreseen, but *assisted* *by his*
brought me expressly from *Windsor* by *R.H.*
the *Lord Dartmouth*) to require my *Mr.*
immediate Return to the *Post* I had *Pepys*
formerly had the *Honour* of serving *recalled*.
him at, therein.

Puruant hereto, the late *Commission* *Admi-*
being *raltyCom-*
mission *dissolved.*

² *Maritime corr. S. P.*

Memoires touching

*A Re-
view of
the Navy
as re-
turned to
the King,
here sta-
ted.*

*Ships at
Sea.*

being dissolv'd, and His *Majesty* taking to himself the Personal *Direction* of its *Work*; He judg'd it for his *Service* to begin with a fresh *Enquiry* into the *Condition* wherein his *Navy* was now return'd him, and found the *Result* of it this.

I. *Four and Twenty* of his *Ships* (and no more) were then at *Sea*, and those of the following *Rates* (not one above a fourth) employing but 3070 *Men*.

*Abstract of the Fleet at Sea at the
Close of the Commission of the
Admiralty, May 1684.*

	Nº.	Men.
<i>Rates</i> —	$\left\{ \begin{array}{l} 4^{\text{th}}. \quad 12 \\ 5 \quad \quad 5 \\ 6 \quad \quad 5 \end{array} \right.$	$\begin{array}{l} 2120 \\ 560 \\ 325 \end{array}$
<i>Fire Ships</i> —	2	65
	<hr/>	<hr/>
<i>Total</i>	24	3070

*Condition
of those
in Har-
bour.*

II. The *Remainder* of the *Navy* in *Harbour* so far out of *Repair*, as to have had the *Charge* of that alone (without *Sea-Stores*) estimated just before

fore by the same *Surveyor* and *Board*, at no less than *One hundred and twenty thousand Pounds*.

III. And towards this, a *Magazine Magazine of Stores*, as lately reported from the *same Hands*, not to amount to *Five thousand Pounds*.

A *Magazine*, so unequal to the Occasions of such a *Navy*; that whereas *Peace* us'd evermore to be improv'd to the making up the *wasteful effects of War*. This appears (after the longest *Vacation* of a *Home-marine Peace*, from the *Restauration* of the *King* to this *Day*) to have brought the *Navy* into a *state*, more deplorable in its *Ships*, and less relievable from its *Stores*, than can be shewn to have happen'd (either in the *One*, or the *Other*) at the *Close* of the most expenceful *War*, within all that time, or in *forty years* before.

IV. *Especially*, when in this its *ill State* *General* ill *plight*, consideration shall be had of that *Particular* therein, which relates to the *Thirty New Ships*. Not *more*

more surprizing for the *Fact*, (after the solemnity and ampleness of the *Provision* made for them by *Parliament*) than important for its *Consequences*.

Import of those Ships. Forasmuch as in these Ships rested not only that, by which the present *Sea-strength of England* surmounted all it had ever before had to pretend to, and the utmost that its present *Woods* (at least within any reasonable *Reach* of its *Arsenals*) seem now able to support with *Materials*, or its *Navigation* with *Men*; but that *Portion* also of the same, upon which alone may at this day be rightfully said to rest, the *virtue of the whole*, oppos'd to the no less considerable *Growths* in the *Naval strengths* of *France* and *Holland*.

The ill-ness of their State par-ticular-ized. The greatest part nevertheless of these *Thirty Ships* (without having ever yet lookt out of *Harbour*) were let to sink into such Distress, through *Decays* contracted in their *Buttocks*, *Quarters*, *Bows*, *Thick-stuff* without *Board*, and *Spir-kettlings* upon their *Gun-decks* within; their *Buttock-Planks* some of them *started*

started from their *Transfums*, *Tree-nails* burnt and rotted, and *Planks* thereby become ready to drop into the *Water*, as being (with their Neighbouring *Timbers*) in many places perish'd to *powder*, to the rendring them unable with safety to admit of being *breem'd*, for fear of taking *Fire*; and their whole *sides* more disguis'd by *Shot-boards* nail'd, and *Plaisters* of *Canvas* pitch'd thereon (for hiding their *Defects*, and keeping them above *Water*) than has been usually seen upon the coming in of a *Fleet* after a *Battle*; that several of them had been newly reported by the *Navy-Board* it self, to lye in danger of *sinking* at their very *Moorings*.

And this, notwithstanding above *Six hundred thousand pounds* (not yet accounted for by the *Navy-Board*) Excessive Charge of these Ships, unaccounted for. spent in their *Building* and *Furniture*, with above *Threescore and ten thousand* *pounds* more demanded for compleat-ing them, amounting together to *670000 l.*; and therein *exceeding*, not only

only the *Navy Officers* own *Estimates*, and their *Master-Ship-wrights Demands*, but even the *Charge* which some of them appear'd to have been actually *built for*, by above *One hundred and seventy thousand pounds*.

*The Fond
for them
well an-
swered.*

And notwithstanding too, the flowing in of the *Monies* provided for them by *Parliament*, faster (for the most part) than their *Occasions* of employing it.

*Provi-
sions for
securing
an Ac-
count of
these
Ships, yet
ineffectu-
al.*

In a word; notwithstanding the strict *Provision* made by *Parliament*, the repeated *Injunctions* of His *Majesty*, the *Orders* of the then *Lord Treasurer*, and amplenels of the *Helps* purposely allow'd (to the full of their own *Demands and Undertakings*) for securing a satisfactory *Account* of the *Charge* and *Built* of the said *Ships*.

*400000l.
per An-
num paid
the Navy
all this
while.*

V. Lastly, While the *Navy* (under this five years uninterrupted *Peace*) was suffer'd to sink into this calamitous estate, even to the rendring some of its *Number* wholly *irrepairable*, and reducing others (the most considerable in

in *Quality*) to a *Condition* of being with difficulty kept above *Water*; the *Navy* (as His *Majesty* was then assur'd by the *Lord Treasurer*) had been all that while supply'd, (one year with another) with *Four hundred thousand Pounds* per *Ann.*

Which being then the *Condition* of *Death* the *Navy*, and (as such) not receptive ^{of K.} of any sensible *Amendment* within the ^{Charles,} short remainder of the *Life* of *King* ^{Febr.} *1684.* *Charles*; his *Royal Brother King James* ^{K. James} (upon his coming to the *Throne* in ^{falls im-} *February* following) was pleas'd to ^{mediately} take among the first of his *Cares* this ^{upon the} of the *Navy*, by an immediate appli- ^{redress of} *cation* to the animating and enabling ^{the Navy,} its *Officers* (with suitable *Supplies* of ^{by the} *Money*) to an industrious and effectual ^{Officers} *bestirring* themselves towards the *re-* ^{tbereof.} *dressing* *it.*

But with such unsuccesfulnes (after ^{But after} a whole *year's* Proof of their *Perform-* ^{a years} *ances*) as upon a fresh *View* of its *State*, ^{proof} *taken* in *January* *1685*; to discover ^{wholly} it self still declin'd to a yet more ^{unsucces-} ^{ful.} *deplor-*

*State of the Navy, Janu-
ary, 1685.* deplorable degree of *Calamity*; as follows,

90000 l. spent fruitlessly. I. After the *Expence in Workmanship* and *Materials* of above *Ninety thousand Pounds*, the *Navy-Officers* still demand for the *Repairs* of the *Fleet* the very same *Sum* the *Works* had by themselves been valu'd at, before a *Penny* of that *Ninety thousand pounds* had been laid out.

Ships not Graved. II. Not a *Quarter* of the *Ships* grav'd, which *themselves* had propos'd the having done within that time, and been expressly supply'd with the *Monies* demanded for it.

No Ships in present readiness for Service upon an Exigence. III. But one fourth *Rate*, and not so much as one *Fifth*, found (in the *Exigence* of the *Duke of Monmouth's Invasion*) in a condition of being got to *Sea*, in less than two *Months*, but by robbing of the very *Harbour-Guard*.

The 30 New Ships not yet gone in hand with, IV. Several of the 30 *Ships* (reported near two years since in a condition of *sinking*) not yet so much as gone in hand with, though *Money* ex-

expressly supply'd for that use too, by Though
Money
supply'd.
the Lord Treasurer.

V. Their *Stores* also of greatest Their
Stores al-
so want-
ing.
value, and calling for most time to provide (such as *Cables, Sails, &c.*) so much wanting, either through *Decay*, or being (in neglect of the *Statute*) diverted to *other uses*, as not to have any one of them furnish'd for the *Sea*, had they been otherwise in *Con-
dition* for it.

VI. *Twice* as much time now de- The Time
asked for
fitting out
Ships,
more than
doubled.
manded for fitting out *forty two Ships*, as had a year and half since been ask'd for *fifty five*.

VII. Not the least *Provision* made No Pro-
vision
made of
the most
necessary
Materi-
als,
though
Money
supply'd
for that
of *Long Timber* or *Plank*, for answer-
ing the most pressing and weighty
works of the *Growing year*; though
the greatest Part of the *Money* de-
manded for that use also, had been
actually *advanc'd*, and the *Residue* lay also.
in a known readiness to be so, as fast as call'd for.

VIII. *Three Years* still insisted on also.
Time
length.
for the *Repair* of the *Fleet*, while *five* Time
length.

ened be-
yond
measure
for repair
of the
Fleet.

Notwith-
standing
all Helps,
the Fleets
decays
outgrow
their
Cure.

Navy
Officers
Estimates
of Repairs
incon-
sistent.

Nor any
time to be
depended
on for the
dispatch
thereof.

Causes of
these
Evils
what,
and what
not.

Months only rested unexpir'd of the time, within which (by former Calculations of their own) the whole was to have been finish'd.

IX. Lastly, After the utmost proofs of the Procedures of this Board, assisted by Money to the height of their Demands, it seem'd manifest to His Majesty, that the Fleet's Decays outgrew their Cure; and that should no other course be found for the remedying it, than what was now stirring among the Navy Officers (whose Estimates of the very same date were found sometimes to differ not less than double, nay even treble, in the Charge of the Repairs of the very same Ship) no time could be assign'd, within which (if ever) their Decays (even as they then stood, without ought allow'd for their greatness by Delay) could have their Repairs depended on.

From whence, and from the King's being in an especial manner convinc'd, that no part of these Evils sprang from the want of Money, Hands, Materials or

or *Time*, but from other *Imperfections*, obvious enough, but uneasie to be now rectify'd in the *Persons* principally accountable for them; and considering likewise the necessity of having some instant and effectual *Remedy* provided, e're the *mischief's* ^{stant} *Remedy* attending this *Management* became ^{necessary.} (what *one years* delay more must, at least as to the New Ships, have render'd them) insuperable: He was pleas'd (in subservency to his own) to require my *Thoughts* touching the *Methods* most likely to compas his *Royal Aim* herein, and how far that (with the other standing and indispensible *Charges* of his *Navy* at *Sea* ^{To be} and in *Harbour*) might be together (^{with the other necessary charges of the Navy} answer'd with 400000 *l.* *per Annum*; the Sum the then *Lord Treasurer* first proposed the way of providing, and the *King* his Readineſſ to have ſet ^{(v) defrayed with} entirely apart for it.

Which accordingly I soon after 400000. presented him with, in the *Terms* per Ann. following.

Sir,

Tender
of under-
taking
ought. *T*hough the general and habitual supineness, wastefulnes and neglect of Order universally spread through your whole Navy, with the No-provision yet made of Materials the most necessary and difficult to be found for this so great Work; adding thereto the impossibility of arriving at any perfect knowledge of the weight of that work, from the disagreements daily discovered between the Estimates and real Charge of Works when perform'd; and lastly, the heavy consequences of any Failure that may happen in its Execution, seem to render any peremptory undertaking herein (from me at least) very unsafe, if at all justifiable. Yet so much am I acquainted with the Power of Industry and Good Husbandry, joyn'd with Knowledg and Methodical Application (no two of which seem at this day stirring together in any Part of your Naval Service) that after weighing every Article of what I am by your Majesty's Com-

Command now going to offer you, I am satisfy'd that your Majesty may reasonably expect the services mention'd in the following Proposition, Viz.

Proposition.

That with 400000 l. per Annum, supply'd by 100000 l. within each Quarter, and in a known and effectual Order of Payments, to be pre-adjusted with the Persons, who (being rightly qualify'd for it) shall be intrusted by your Majesty, with the Management thereof, and assisted with your Authority in all matters con-
ducting to the Recovery of the lost Discipline and Industry of your Navy; the Retrenchment of all unnecessary Charges and Wastes; the encouraging and improving all means of Good Husbandry and reasonable savings; and the due Correction of all misdoers in any of the Premisses; your Majesty may expect the Effects following, Viz.

I. The whole ordinary charge of Ordinary your Navy on Shore and in Harbour to be fully defray'd, and therein the charge and works

Hulls

¹ rightfully corr. S. P.

Mr.
Pepys's
Proposi-
tion.

Memoires touching

of the Navy. Hulls of your Ships duly kept in their ordinary Repair, grav'd (as by the Rules of the Navy they ought always to have been) by one Third every year, and supply'd with Ground Tackle sufficient for their safe mooring; and your Offices also and dwelling Housles, Store-Housles, Wharfes, Cranes, and Keys to be throughout put into, and kept in their Ordinary repair.

Extra- ordinary Repairs described. II. The extraordinary Decays under which the Body of your whole Fleet in Harbour now lies, to receive the full of their Repair also, to the utmost of what has been yet discover'd and described in the last and highest Surveys and Estimates presented of them to your Majesty by your

Navy Officers, amounting
Repaires — 132000 l. (with their Stores) to 220000 l.;
Sea-Stores — 88000 and this (with the finishing
Tot — 220000 the Three New 4th. Rates)
to be compleated within the year

Within what time, and how to be performed. 1688.; and so done, that your Majesty and your Lord Treasurer may (according to the ancient and rightful Methods of the Navy) be satisfy'd at the end of each year.

service, how the Charge thereof has concurr'd with, exceeded, or fallen short of their Estimates, and the Monies sav'd therefrom be made good to your Majesty, where too much; or the service further provided for by supplemental Estimates, where the first has fail'd of answering the real Charge.

III. These Ships (as fast as repair'd To be fur-
and fitted in their Hulls) to be in nished
like manner compleatly supply'd with six ^{with Sea-}
Months Sea-Stores, and those separately
laid up and preserv'd for use, whenever
the Service of their respective Ships shall
call for them.

IV. The same Number of Ships, and The
of equal Rates with those design'd by present
your Majesty in your late Declaration Declar-
for 3000 Men for the present year, to tion for
be maintain'd at Sea in their full Wages, Sea Ser-
Victuals, Wear and Tear, for answering vice to be
all your Foreign Occasions; With this
Addition, that for the advancing¹ the
Honour of your Majesty and your
Government, and the maintenance of
your Right of Sovereignty in these
Seas,

¹ advancing corr. S. P.

Memoires touching

Seas, beyond what appears to have been ever yet provided for it in time of Peace; your Majesty may (instead of the three small Ships design'd by that Declaration for your whole Channel-Guard, man'd but with 275 Men) have a Squadron of ten Ships, consisting of one 3d. four 4th. three 5th. and two 6th. Rates, man'd with no less than 1310 Men, besides Yachts.

The present want of small Frigates to be supplied by two in each year. *V.* Lastly, In consideration of your Majesty's present and growing Want of nimble and less chargeable Frigats, for answering the ordinary Occasions of your Service, and which (through the general Age of your Old ones) you have already in some degree, and will indispensably be yet more constrain'd to supply, by Ships of less use and greater Charge; you may also expect a Recruit of such Vessels supply'd you new off of the Stocks, by two in each year.

A Supplemental Proposition, Relating to your Ships at Sea.

The Ships at Sea to *As to your Ships at Sea, whose Repairs not being included in the precedent Proposition,*

than add. S. P.

fition, will nevertheless (through their ^{be repair-} long continuances abroad) require being ^{ed,} and looke after, as fast as your Service will ^{the whole} admit of their being call'd home; your Navy Majesty may reasonably depend upon ha- ^{kept for} ving them also put into a full Repair, and ^{ever so} supply'd with six Months Sea-Stores, and ^{or new} ones ¹ both them, and the whole Fleet, (when built, for once in like manner repair'd) kept for 22s. per ever so (or made good by New ones to be ^{Man a} Month built in their Rooms, as they become ^{Month} Wear and irreparable) without other Charge to Tear. your Majesty, than what arises from the Allowance ordinarily made for Wear and Tear during their stays abroad, rated but at 22s. per Man a Month, instead of the 30s. at which it has ever hitherto been estimated, and never yet prov'd to have Cost the Crown so little.

Digested by the Command, and submitted with all Humility to the Correction of Your Majesty.

S. Pepys.

¹ ones add. S. P.

This

*The Pro-
position
approved.*

*Present
Methods
of the Na-
vy to be
suspended,
and
new
hands en-
tertained.*

*The old
Board
neverthe-
less to be
kept in
full Sa-
lary.*

This done, and the *King* with the *Lord Treasurer* upon several *Debates* approving it; His *Majesty* was pleas'd to determine upon an immediate putting the same in *Execution*, by suspending for a time the ordinary *Methods* of his *Navy*, and calling in to his *Assistance* some other *Hands*, upon whose *Experience* and *Industry* (in conjunction with a *select* Number of the *present Board*) he conceived he might with better security rely for the future success of his *Service*: *Contented* nevertheless (though¹ from an *Expectation* wholly unsuccessful) to continue the *Remainder* of them (freed of all other *Services*, than that of bringing-up the *Accounts* of their own time, and more particularly of the *Thirty New Ships*) in the same full *Salary* during this *Suspension*, which they before enjoy'd, and was not now to be exceeded even to *Those* on whom was to lie, the *Care* of *Recovering* in *Three* years, what under them had in the *miscarrying* cost the *Crown Five*.

¹ though add. S. P.

To=

Towards putting which in practice, the first step was the *Choice* of the *Hands* so to be entertain'd. Wherein (as in the former) His Majesty requiring the service of my *Place*, I could not think of a more proper *Method* of discharging my *Duty* in it, than by laying before him (for his better distinguishing who *were*, from who *were not* fit for his Use, on an Occasion so little able to bear with any mistake therein) the *Qualifications*, which (as far as they were attainable) I conceiv'd ought to be aim'd at, in preference to all other *Regards*, in this *Election*. And these I accordingly with all submission tender'd him, in the Order and Terms following, *Viz.*

The New Hands to be chosen by their Qualifications; and those Qualifications what.

I. A Practic'd Knowledge in every Practiced Part of the Works and Methods of your Navy, both at the Board and in your Yards. The not discerning of which (and the others that follow) appears to have cost your Royal Brother and You within the foremention'd five years, above half a Million.

II. A

*Account-
ants-
hip.* *II. A General Mastery in the business
of Accounts, though more particularly
those incident to the Affairs of Your
Navy.*

Vigour. *III. Vigour of Mind, joyn'd with
approv'd Industry, Zeal, and Personal
aptness for Labour.*

*Closeness
of Appli-
cation.* *IV. An entire Resignation of them-
selves and their whole time to this Your
Service, without lyableness to Avocation
from other Busines or Pleasure.*

*Credit for
integrity
and Loy-
alty.* *V. Lastly, such Credit with your
Majesty for Integrity and Loyalty, as
may (with the former conditions) lead both
Your Self and my Lord Treasurer, to
an entire confidence of having all done
that can be morally expected from them,
in the Advancement of your Service,
and the Circumspect and Orderly Dispen-
sing and Improving of your Treasure.*

*The
Kings
choice.* *Which Limitations His Majesty
having by a deliberate and distinct
Application of them to the Nature,
Importance, and multiplicity of the
services to be at the same time pain-
fully and knowingly attended to in
this*

this Affair, he judg'd them of behoof to be observed ; and after a most solicitous enquiry made, and Collection had of as many Persons (and all, God knows, but few) as the Navy of *England* could furnish him with, qualify'd in any competent wise to answer the Characters beforemention'd, He was pleas'd to fix his choice upon

Sr. *Anthony Deane*.

Sr. *John Berry*.

Mr. *Hewer*.

Mr. *St. Michel*.

And this with so little privity on their part to ought of His *Majesties* Proceedings herein ; That could the *King* have satisfy'd himself in the fitness of any one other Person within his *Dominions* for supplying his Room, Sir *Anthony Dean* had prevail'd for his being excus'd. So instant, even to Offence (as the then Lord *Treasurer* will, I perswade my self, easily remember) were his *Solicitations* to be so ; Sir Ant. Dean's endeav'ur to avoid it.

so ; as having (besides his being now settled in a more beneficial *Course* of Negotiation) industriously flung up (in the Year 1680) the same *Charge* of a *Commissioner* of the *Navy* ; from his early prospect of its falling into that *Condition*, in which His *Majesty* now found it, and out of which he was therefore pleas'd finally to insist upon Sir *Anthony Deane's* return to his *Assistance* in the rescuing it.

*The
King's
final in-
fisting on
his Ser-
vice.*

*And his
in-
duc-
ment to
the Choice
of him.*

Nor was the *King* led to this singularity of Opinion in favour of Sir *Anthony Deane*, from any less inducement, than what arose from a deliberate perusal of a Memorial I had on that Occasion prepar'd for him, containing a List of every Person then occurring to me (whether in or out of his *Service*) of more than common reckoning among the *Professors* and *Practicers* of *Shipwrightry* within this Kingdom. Which Memorial I here subjoyn, as evidencing more than enough the *reasonableness* (or rather *necessity*) of this his *Majesty's* Choice, in

in the bare application of the fore-
mention'd conditions (respectively) to
the Persons nam'd therein.

March 9. 1685

*A Memorial for the King towards
the Choice of a Person (qualify'd
as a Shipwright) to supply the want
of Sir Anthony Deane, in the
Commission now prepared for the
Navy; the same seeming Reducible,
To such as are in the Service,
either of*

The King, as his

	Places.	Persons.	<i>A List of the most eminent present Ship- wrights of Eng- land.</i>
Commissio- ners at the	<i>Navy Board</i>	{ <i>S. J. Tippets</i> <i>S. Phin. Pett</i>	
Master Ship- wrights at	{ <i>Chatbam</i> <i>Portsmouth</i> <i>Deptford</i> <i>Woolwich</i> <i>Sheerness</i>	{ <i>Mr. Lee</i> <i>Mr. Betts</i> <i>Mr. J. Shipb</i> <i>Mr. Lawrence</i> <i>Mr. Furzer</i>	
Master Ship- wrights As- sistants at	{ <i>Chatbam</i> <i>Portsmouth</i> <i>Deptford</i>	{ <i>Mr. Dummer</i> <i>Mr. Pett</i> <i>Mr. Stiggand</i> <i>Mr. Harding</i>	

Or

Mémoires touching

Or the Merchants, as

	Places.	Persons.
Private Builders at	Blackwal	Sir H. Johnson
	Deptford	Mr. Collins
	Redr. Ratcl.	Mr. R. Castle
	C. in the	Mr. Graves
	Thames.	Mr. Jon. Skibb Mr. Barbam Mr Narbrow

By the King's Command,

S. PEPTS.

The general Scheme of the Provision now made of Hands, for the service of the Navy.

And so the Provision made by His Majesty for conducting the whole of his Growing services, and adjusting the Accounts of those past, was concerted out of the Old, assisted by New Members, under the following Distribution, Viz.

The

The whole of the Commission.	For the Growing Services.		For adjusting the past Accounts.
	At the Board.	At the Yards.	
Old	L. Falkeland		L. Falkeland
	S. J. Tippess		S. J. Tippess
	S. R. Haddock		S. R. Haddock
	S. P. Pett		S. P. Pett at Chatham
	S. J. Narbrough	S. J. Narbrough	
	Mr. Southerne		Mr. Southerne
New	S. R. Beach		S. R. Beach at Portsmouth
	S. J. Godwin	S. J. Godwin	
	S. Ant. Deane	S. Ant. Deane	
	S. J. Berry	S. J. Berry	
	Mr. Hewer	Mr. Hewer.	Mr. St. Michel at Dept. & Woolw.
Mr. S. Michael			

The Lord *Falkeland* remaining
Treasurer for the Whole.

Pursuant to this Scheme, the King ^{The} *Kings*
by his Letters Patents of the 17th. of ^{of} *Commis-*
April 1686. after declaring that the ^{for pur-}
Enquiries he had made since his coming ^{suant}
to the *Throne* into the *State* of his ^{thereto.}
Royal Navy, had discover'd it such, ^{April 17.}
as *1686.*

as call'd for some extraordinary *Application* for the putting it into that *Condition of Force and Discipline*, whereto his *Royal Purpose* was to restore and advance it ; and that the weight and diversity of *Works* to be now perform'd, with greater *Vigour* and *Good-Husbandry* than he found to have been for some time exercis'd therein, requir'd a *Distribution* of them answerable to the different *Qualifications* of the *Persons* he had to intrust with them ; constituted these *Gentlemen* his *Commissioners*, charg'd with the *Duties* assign'd to each in the foregoing *Table*, and the *Instructions* annext to their *Commission*. Among which, to those intrusted with the *growing services*, this was one, *Viz.*

That forasmuch as from the present Disorders under which the whole business of the Office of his Navy was fallen, through the liberty for some time taken of committing the most important Parts of it to Clerks and inferior Instruments, in lieu of the Officers themselves

* sometime corr. S. P.

per-

*The
Workes
of the
Navy to
be better
look'd
after.*

*These
Commiss-
ioners
made
equally
account-
able for
the
whole.*

personally charg'd therewith, He had (answerable to what was successfully done by His Royal Grand-father, King James, on a like Occasion) thought it necessary to put the same into Commission, until the ancient Order and Discipline of it being recover'd, he might with safety restore it to its former Method of Institution; He declares His Royal Intention and Expectation to be, that these his Commissioners hold themselves jointly accountable for the well performance of the whole, and stand equally chargeable with the Failures found therein.

And so they enter'd upon the *The Commission to operate from Lady Day. 1686.* Execution of this Commission, as from Lady-Day 1686; directing their first step to the finding out the true Source of this *so unexampled Evil* they were now to contend with, in the most tender Part of their Charge, namely, the *New Ships.* Than which as nothing could be more deserving their nicest search, with regard to the publick import of the subject of it. So neither could any thing be of more *Enquiry into the true Cause of the New Ships decays.*

particular moment to them, whom the King had thus intrusted with the *Cure*, than an explicite Knowledge of the *Origine of the Disease*.

Taking therefore this forthe proper place of doing it, I here insert a short Account of the issue of those *enquiries* of these Gentlemen thereinto; and the rather, for the sake of the *unaccountableness* of their *Suggestions*, who would have it wholly imputable to the *Hastiness* of the *Building*, the *Greenness* of the *Stuff*, and especial *Effects* of the *East-Country-Timber* and *Plank* wrought thereon.

*Vulgar
suggestions
touching the
same.*

*Hastiness
in Build-
ing and
Green-
ness of
Stuff, not
charge-
able
therewith.*

To the two former of which, it was made appear to His *Majesty*, that the *Ship* the *quickest* built of the whole number lay full *nine months* upon the *Stocks*, and but *seven* of the thirty less than an entire *Year*. Whereas diverse Instances were produc'd, out of his *Old Navy*, where the *Timber* had been standing, cut, and converted, and the *Ships* built therewith, and launched in *six months*; without having one

Plank

Plank shifted in them (but for *Shot*) in *Eight or Nine Years* after. While on the contrary, *three and twenty* of these *Thirty* lay from *one* to full *two*, *three*, and *four Years* in building, and the last of them more than *five*; till above *one hundred pounds* was demanded by her *Builder* for repairing the Decays of her very *Keel*, as she lay upon the *Stocks*.

And for what concerns the Use of *Nor the East-Country-Stuff*; it was no less also shewn to the *King*, that several *Ships* were then subsisting in his *Navy*, *planked* with no other, which after the same Service of *eight or nine Years*, were by many degrees in better *Condition*, than most of these at *three*.

It was moreover observ'd, that not above *Five hundred of Five and Thirty Thousand Loads of Timber*, provided for these *Ships*, were of *East-Country-Growth*.

And that for *Plank*; had the *Officers* of the *Navy* (after twenty years currant use of it) met with any present *Ground* for

*this par-
ticular
case.*

*Their
Mate-
rials, (as
well For-
reign as
Dome-
stick,) well re-
ported of by the
Master-
Builders.*

*Univer-
sal Prac-
tice in
approval
of East-
Coun-
try-Stuff.
No Ships
worse,
than some
that had
none of
that Com-
modity in
them.*

for suspecting it, there had been *English* enough (and of proper *Thickness*) contracted and paid for by the *King*, for answering all the Occasions of their *Buttocks* and *Hoddings* from the *Water's Edge* to their *Gun-deck-Ports* (where this *Evil* was observ'd principally to seize them) without resorting to the use of one Inch of *East-Country*.

The *Master-Builders* too, unanimously asserted the good Condition of all the *Timber* and *Plank* (whether *English* or *Forreign*) us'd on this Work, equal to the best they had ever known in the *Navy*: Besides the universality of the Practice of all the *Northern Nations*, and not them only, but the *Dutch*, *French*, and (for several years past) our own *Merchant Builders* too, in the use of this *Commodity*. Nor (in a word) did any one Ship appear, among the whole *Thirty*, more complaining, than some of them, upon which not one Foot of *Eastland-Plank* or *Timber* had been wrought.

All

All which notwithstanding ; such did these Gentlemen esteem the Weight of this *Cause*, with respect no less to the *fatality* on one hand attending the use of this *Commodity* upon these Ships, in case the same should be found truely *faulty* ; than on the other, to the consequences of the *Mistake*, should it indeed prove otherwife, at a season, wherein the *service* of it was become next to indispensable, for the present Repair of the *Fleet* ; That their *Commission* was no sooner opened, but a solemn *Conference* was held by them with all the Eminent *Master Builders* in the River of *Thames*, upon this *Subject*. The *Issue* of which having been presented to the *King*, he was pleas'd to make it so much a matter of *State*, as to command my bringing it some time after to the *Council-Table*. Of whose *Resolution* thereon, and the result of the foregoing *Conference*, I have subjoyn'd Copies, as of a *Matter* most worthy the Notice of every *English Gentleman*, tho

Importance of a right determination in this matter.

A solemn Conference with the most eminent Mr. Skipwrights of England about it.

Memoires touching
tho more particularly those, who are
conversant in the *Timber-Trade* of this
Kingdom.

RESOLUTIONS,

*Taken at a Conference held at the
Office of the Navy, April. 17.
1686. between His Majesty's Com-
missioners there, and us the un-
der-written Ship-wrights, upon
Enquiries then propos'd by the
Secretary of the Admiralty on
behalf of His Majesty, touching
the present Condition of this King-
dom, in reference to Plank for
Ship-Building.*

Enquiry I.

*How far it may be depended on, that
England may at this day supply it self
with a sufficiency of that Commodity,
for answering the Occasions both of the
Merchants and His Majesty's service
(in the State the Royal Navy thereof
now is) without Foreign Help?*

Reso-

Resolution.

That it is in no wise to be rely'd on. Forasmuch as from the want of *Plank* of our *own Growth*, and consequently the highnes of *Price* of what we have ; the *Shipwrights* of this Kingdom (even in our *Out-Ports*, as well as in the *River of Thames*) have been for many years past, driven *to resort to supplys from Abroad*¹, and are so at this day, to the Occasioning their spending of *One Hundred Loads* of *Forreign*, for every *Twenty* of *English*. Besides, were our *own Stock* more ; the exclusion of *Forreign Goods* would soon render the Charge of Building *insupportable*, by raising the *Price* of the Commodity to double what it is, and more, at the pleasure of the *Seller*.

Enquiry II.

From whence is the best Forreign Plank understood to be brought?

¹ *Aboard corr. S. P.*

Refo-

Resolution.

*Best for-
reign
Plank
from
whence.* Either out of the *East-Sea* from *Dantzick, Quinborow, or Riga* of the Growth of *Poland* and *Prussia*, or from *Hambrough*, namely, that fort thereof, which is Shipt from thence of the Growth of *Bohemia*, distinguished by its Colour, as being much more black than the other, and rendred so (as is said) by its long sobbing in the water, during its Passage thither.

Enquiry III.

*What Proportion this Forrein Plank
may be reckoned to bear to the English,
with regard to its Use, Cost, and
Durableness?*

Resolution.

*The Use,
Cost, and
Durabili-
ness of
forreign
Plank
compared
with
Englisb.* For so much as concerns *smaller Vessels* of Fourscore Tuns downwards (whose works call not for more than 2 Inch Plank, of 20 Foot long at the highest, meeting at 13 and 14 Inches in breadth) our *English* Plank will (from

(from the Nature of the Wood) last longer than any *Forreign* of the same Dimensions. But for *Ships* of 300 *Tuns* upwards, which require the service of 3 and 4 Inch-Plank from 26 to 40 Foot long, meeting at 14 or 15 Inches breadth at the Top-end; *Universal* practice shews, that the *White Crown-Plank* of *Prussia*, and the fore-mentioned *Black* of *Bohemia*, do in their durableness equal or rather exceed that of Our *English* Production of like Dimensions.

Which we conceive to arise from *conjecture at the physical reason of the different durableness of foreign and English Plank of the larger Dimensions.*
this plain Reason, *viz.* That the *Forreign* Oak being of much quicker growth than ours, their Trees arrive at a Stature capable of yielding *Plank* of these *Measures*, while they are yet in their sound and vigorous *State* of growing; whereas that of *England* advancing in its Growth more slowly, arrives not at these Dimensions, till it be come to or rather is past the full of its *Strength*; fifty *Years* sufficing for raising the *Forreign*, to what the *Eng-*

English will not be brought in an hundred and fifty.

But whether we are right or not in this Reasoning, it is upon daily experience most evident; that our *East-India*, and other *Ships* of greatest *Burthen*, built with this large *Forreign* Plank, well chosen, prove in their *Durableness* without exception; variety of Instances lying before us, of *Ships* built wholly with *English* stuff, (as well in His *Majesties* Yards as *Merchants*) which have perish'd in half the time, others of like Burthen, compos'd wholly of *Forreign*, have been observ'd to do.

From hence also it is, that though *English* Plank of *Short Lengths*, cut out of young *Growing* Timber, is manifestly better than *East-Country*, and therefore is preferred thereto in laying of a *Gun-Deck*, as far as the three streaks next the Ships sides, where short stuff will serve (the *Quality* of its *Wood* bearing better with being kept *Wet* and *Dry*, as it generally is in

in that place. Yet where (upon the same *Gun-deck*) *long Plank* is necessary, that of *Forreign* growth is for Strength and duration always preferr'd, from the reason (as we conceive) before given, namely, of its being cut while in its *Vigour*, which the *English* will not admit, so as to bear those *Scantlings*.

And to this is to be further added, *General Waniness*, want of *Breadth* *waniness*, at the *Top-end*, and ill method of *Conversion* of our *English* Plank; daily *at the Top end, and ill Conversion of English Plank*. practice shewing, that twenty Loads of *Forreign* shall in working go further upon a Ships side or Deck, than a hundred *Loads* of like Lengths of *English*, after its *Wanes* and other *Plank*. *Defects* shall be cut away.

Moreover it is yet to be noted, *Encrease of Work and Charge arising therefrom*, that in planking of a Ship with *Forreign* Plank, the Builder shall not be driven to put in above three or four Pieces, where in a like Ship done with *English*, he shall be obliged to use a hundred; to the no less impairment of the *strength* of the Work, than

Memoires touching

than increase of its *Charge*, both in Stuff and Labour.

*The Sum
of the
Ship-
wrights
Opinions
herein.*

So that upon the whole, our unanimous *Opinion* is ; that large *Plank*, well chosen, of the *Forreign* growths beforemention'd, is in its service at least as *durable*, in its cost less *Chargeable*, and the use of it (through the scarcity of *English*) become at this day *indispensable*.

<i>Jonas Shish.</i>	<i>Hen. Johnson.</i>
<i>Pet. Norberry.</i>	<i>Abra. Greaves.</i>
<i>Jos. Lawrence.</i>	<i>John Shish.</i>
<i>Ja. Teames.</i>	<i>Wil. Collins.</i>
<i>Rob. Castel.</i>	

By the Commissioners of the NAVY.

*Concur-
rence of
the Com-
missioners
of the
Navy.*

We do fully concur in the *Resolu-*
tions above-written.

<i>A. Deane.</i>
<i>J. Narbrough.</i>
<i>J. Berry.</i>
<i>Ph. Pet.</i>
<i>Wil. Hewer.</i>
<i>B. S. Michel.</i>

Mem=

Memorandum, That these Resolu- Presenta-
tion
thereof
to the
King and
from him
to the
Council-
Board.
tions from the Body of the Master
Builders of England, confirm'd by the
Commissioners of the Navy, to my
Enquiries touching Foreign Plank,
were Communicated by me to His
Majesty (my Lord Treasurer present)
October the 7th. and by His special
Command presented to Him again
(with a Memorial attending it) at the
Council Table, Oct. 8th. 1686.

S. PEPYS.

At the Court at Whitehall

Oct. 8. 1686.

PRESENT

The King's most Excellent Majesty.

His R. H. Pr. George of Denmark, &c.

A Paper having been this day (by his Order of
Majesties command) presented to the Council
Board by Mr. Pepys Secretary of the in appro-
Admiralty of England, containing cer- confirma-
tain Resolutions taken at a Conference tion of
held at the Office of the Navy the 17. of the fore-
April going Report.

April last, between his Majesties Commissioners there, and the Body of the most eminent Ship-Builders of this Kingdom, upon Enquiries proposed to them by the said Secretary on behalf and by direction of his Majesty, touching the present condition of England in reference to Plank for Ship-building, and the said Paper being now read and solemnly consider'd; His Majesty was pleased to declare his being so far convinc'd therefrom of the safety, benefit, and present necessity of making use of Plank of Foreign growth in the Building and Repairing of His Royal Navy, as to resolve; That the Principal Officers and Commissioners of his Navy be at liberty to contract for and make use in his Services aforesaid of Oaken Plank of Foreign growth, of the Sorts mention'd in the Resolution to the Second Enquiry contain'd in the said Paper; and to Order, that the said Original Paper under the Hands of the Commissioners of the Navy and Master Builders, be (for the publick Importance thereof) care-

*carefully laid up and preserv'd among the
Papers and Records of the Council-Table.*

John Nicholas.

The present Effects of which last *Papers* and the *Observations* next preceding, amounting to nothing less than a plain *Detection* of the *Vanity* of those *suggestions* touching the Root of this *Calamity*; Nought remain'd whereon the same could with any appearance of *Consequence* be charg'd, save the plain *Omission* of the necessary and ordinary *Cautions* us'd for the preserving of *New-built Ships*. Divers of them appearing not to have been once *Grav'd* nor brought into *Dock*, since they were *Launched*. Others that had been *Dockt*, sent out again in a *Condition* needing to be brought in a second time. Their *Holds* not clean'd nor air'd, but (for want of *Gratings* and opening their *Hatches* and *Scuttles*) suffer'd to heat and moulder, till I have with my own Hands gather'd *Toad-stools* growing in

*The true
Grounds
of the
New-
Ships De-
cays.*

*Want of
Graving
& bring-
ing into
Dock.*

*Holds not
clean'd
nor air'd.*

*Gratings
wanting.*

*Hatches
and Scut-
tles not
opened.*

Not
heel'd or
breem'd.

Exposed
to the
Sun, with
their
Sides un-
watered.

Not Bal-
laſted
enough to
deepen
them in
the
Water.

Ports not
opened in
dry wea-
ther.

Scuppers
wanting
on the
Gun-
decks, in
wet.

Planks
not open-
ed upon
the first
discovery

in the most considerable of them, as big as my *Fists*. Some not once *heel'd* or *breem'd* fince their building, but expos'd in hot weather to the *Sun*, broiling in their *Buttocks* and elsewhere, for want of cooling with *Water* (according to the Practice of our own, as well as all *Forreign* Nations) and that *Exposure* yet magnifi'd, by their want of *Ballaſt* for bringing them deep enough into the *Water*. *Port-Ropes* also wanting wherewith to open the *Ports*, for airing them in *Dry* weather ; and *Scuppers* upon their *Gun-decks* in *Wet*, to prevent the sinking of *Rain* through their shrunken *Seams* into their *Holds* and among their *Timbers*. *Planks* not open'd upon the first Discovery of their *Decays*, nor *Pieces* put in, where defective ; but instead thereof, repair'd only with *Caps of Board*¹ and *Canvas*. Which ought also to have been done upon the *Ordinary Estimate* of the *Navy*, that provides for every thing needful to the *Preservation* of Ships in *Harbour*,

but

but more especially for the Graving *of their*
 one *Third* of the whole every *Year* ; *Decays,*
 whereas some (even of the *Old Ships*) *nor those*
 appear not to have been so look'd *Decays*
 after, in five or six. *duely*
looked to.

From which, and other like *Omis-* *The effect*
sions, it could not but fall out (as *of these*
 indeed it did) that some of these *Omissions*
 unfortunate *Ships* were already become *obser'd.*
 rotten, while others built of the very
same Stuff, at the *same Place*, by the
same Hand, and within the *very same*
Time for *Merchant-service*, suc(c)eeded
 well and continu'd so.

And with the *Navy* thus disorder'd, *The En-*
 these *Gentlemen* (as I have said) enter'd *try and*
 upon their *Commission*. And with what *procedure*
 Spirit and under what View they pro- *of these*
 ceeded thereon, will be best Collected *Commis-*
sioners.
 from their own *Annual Reports* thereof
 to the *King*, consonant (through the
 whole) to the few following Para-
 graphs, *viz.*

August 1687.

We tender in all humility to Your

— — — repeated; corr. S. P.

Ma-

Majesty our humble Representation of the Effects of that Commission, to which you were pleas'd to call us; and with sincerity and plainness, answerable plainness. (as far as we are able) to the extraordinaryness of that Favour, wherewith (without our expectation) we were called thereto—

Whereas among other the Works of your Navy, that of Graving and well performing the Ordinary Repairs of your Ships in Harbour, holds a principal Place. As that, to the want of which, a great (if not the greatest) share of the Calamity whereinto they (and particularl^y the Thirty New Ones) have been suffer'd to fall, is most rightfully to be imputed; and has therefore the first place given¹ it by your Majesty in this proposition. We have most diligently apply'd our selves to an effectual answering every part thereof (both as to Works and payments) as far at least as the Defects of the said Ships, so long in Arrear, could within this time be discover'd and pursu'd—

The Defects long in Arrear. When

¹ giving; corr. S. P.

*When it shall be consider'd, how deeply And
the Ships were infected with that evil, their in-
fection too
by which they were (even in their Thick- deep, for
est stuff) become rotten and reduc'd to any un-
powder. It seems a matter of too dertaking
great presumption (without wholly strip- of their
ping them) to undertake against any pos- cure with-
sible remains or returns of the said evil. out whol-
ly striping
But this we take Liberty to say— them.*

*And however more or less successful Good
our Managements may be found to be Hus-
in the well husbanding of your Treasure bandry
herein; We are not conscious of being herein as-
able to mend it, were we to Act the same
over again, and the Gain or Loss arising
therefrom to affect our own Purfes, as
they now do Your Majesty's.*

Falkeland.	J. Godwin.
A. Deane.	Ph. Pett.
J. Narbrough.	W. Hewer.
J. Berry.	B. St. Michel.

August 1688.

*Though we need no greater Assurance,
than what Your Majesty has already on
every Occasion given us, of Your Gracious*

The effects of their Service were greater, had not the Works proved worse than estimated.

Opinion of our Humble Endeavours in this Your Service. Yet cannot we forbear observing to Your Majesty, that the Effects thereof might have prov'd greater (though our Industry could not) had not the State of Your Ships prov'd much worse, and by consequence the Work and Charge of them weightier, than they were Estimated in the Surveys and Calculations, upon which that Proposition was founded, and the Execution of it committed to us; besides the difficulties we have had to contend with, from Obstructions and Hardships industriously put upon us (both from Sea and Shore) by those to whom our Methods of Good Husbandry and Dispatch proved less grateful, than the Laxeness in both, to which they had for some time been accustom'd.

The well performance of the Works.

As to the complete Performance of these Works, as far as Matters of this kind can be judg'd of, and in a Case so extraordinary as that of the State whereinto Your Royal Navy was fallen at the time of your calling us to the remedying it; We have not only our own Observations,

tions, and the ampleness of those our Evidenc-
Orders by which the said Works were ed by their
directed to be performed; but the Reports own Ob-
of your Master-Builders charg'd with servati-
the conducting them, confirm'd by your ons.
Commissioners of the Yards where they The
were severally perform'd. Beyond which ampleness
we cannot conceive any thing capable of of their
being added towards the satisfying either Orders.
Your Majesty, or our selves therein. And The Re-
though we do not believe so much to have Builders,
been ever before shewn in the Case of and Yard-
a like Fleet. Yet, regard being had to Commiss-
what Experience dayly informs us, of And yet
the Defects discover'd upon ransacking not to be
of their Seams by the Caulkers, we dare relied on
not mislead your Majesty to think, that against
(after so general and deep a Decay, as the possi-
this Fleet was fallen into, before any ble Re-
fitting Application was made for its turns or
Remedy) all the Care that has been Remains
taken in the shifting of its Timbers of this
and Plank (as far as any Defects have
appear'd) can upon fresh Ransacking,
secure your Majesty against the appearance
of further Remains, till the first Materials
about

Memoires touching

about the Breadths and adjacent Parts (especially of the New Ships) shall by degrees be entirely remov'd—

The Ships yet to be finished for compleating the Proposition. It rests to give Your Majesty the Names of your Ships under present Repair, and those remaining to be repair'd when they shall be finish'd for compleating your whole Navy, according to Mr. Pepys's Proposition, Viz.

Ships under Repair.	Remaining to be Repair'd.
Ships,	Yard.
St. Michael	
Roy. Kathe- rine	Chatb.
Britannia	
St. George	Portsm.
Monck	
Happy Re- turn	Woolw.
Oxford	
Portland	Deptf.
Phœnix	

Falkeland.

Ph. Pett.

A. Deane.

W. Booth.

J. Berry.

W. Hewer.

B. S. Michel.

This

This while in doing, towards the *Discipline*
 Amendment of matters on *Shore*, and *to be re-*
 the *State of the Ships* in *Harbour*; no *covered*
 less thoughtfulnes was at work for *and Dis-*
 the *Recovery* of good *Discipline* and *orders re-*
Reformation of Disorders at *Sea*. And *formed at*
 this pursu'd, to the drawing a no *Sea.*
 inconsiderable *Encrease* of standing *And not*
Charge upon the *Crown*, the more surely *without*
 to effect his Majesties desires herein, *charge*
 with the *satisfaction* of his *Commanders* *to the*
 and other his *Officers* and *Seamen* *Crown,*
 interested in the same. The evidencing *for the*
 of which will not need more than *better*
 one of sundry instances to be produc'd *satisfac-*
 of it, namely, that of the *Establishment* *Commanders, &c.*
 in *July 1686.* (of near *Date* with the *Instanced*
 foregoing *Commission*) the Tenor where- *in the*
 of follows. *Establish-*
ment
about
Captains

His Majesties Regulation in the business
of Plate-Carriage, &c. with his Estab-
lishment of an Allowance to his Sea-
Commanders for their Tables and
other Encouragements to them, their
Officers, and Companies.

James

Disorders in the Navy enquired into, by the King.

Particularly the diverting the publick service of his Ships to private uses.

‘ **W**Hereas from the *Enquiries* by us solemnly made (since our accession to the *Throne* of this our Kingdom of *England*) into the ¹ *State* of our *Royal Navy*, and the general *Disorders* into which both it and its *Discipline* have of late years fallen, we are (among the many other *Evils* discovered therein, and which we have already in great measure provided *Remedies* to) arrived at a full Information in that particular one, whereto our Service is in a most especial manner expos'd, from the liberty taken by *Commanders* of our *Ships* (upon all opportunities of private profit) of converting the Service of our said *Ships* to their own use, and the total neglect of the *Publick Ends* for which they, at our great Charge, are set forth and maintained, namely, the annoying of our *Enemies*, the protecting the Estates of our *Trading-Subjects*, and the support of

¹ the repeated in ed.; corr. S. P.

our honour with *Forreign Princes*. And forasmuch also as this *Evil* seems principally to arise from the universal abuse of the liberty for some time indulged to Our said *Commanders*, of Transporting of *Plate, Bullion, and Jewels*; to the occasioning thereby the said General mis-employment of our *Ships*, and our want of those full and frequent *Accounts* of the *Proceedings* of our *Commanders* abroad, which by their known *Instructions* they stand obliged to give us. Our *Will* and *pleasure* is, and it is hereby solemnly declared.

Arising from the abused liberty of carrying Plate, &c.

‘I. That no *Admiral, Commander in Chief, Captain* of any of our *Ships*, or other *Officers* serving us therein, shall presume from henceforward upon any pretence, or by vertue of any former Allowance, Instruction, or Practice whatsoever, to receive direct, or permit to be received, on board any of our said *Ships*, any *Mony, Plate, Bullion, Jewels*, or other *Merchandize* or *Goods* (fine or gross) whatsoever, whether

Plate carriage, &c. refraining ed.

belonging to Strangers or our own Subjects, either under pretext of concealing or protecting the same, or the Transporting thereof from Port to Port, or from any Forreign Port for *England*, whether upon *Application* to them made by any our *Merchant-Subjects* in Forreign parts, or from any other inducement whatsoever, saving by Written Warrant under our own *Royal* hand, and that only; upon pain of being (on conviction) immediately discharged from their present, and rendred incapable of any future Employment in our Service; as also of refunding to the use of our *maimed* Seamen of the *Cheft* at *Chatham*, the full value of the profits they shall be found to have made by any violation of this our Order, and of suffering such further punishment, as by the *Laws* of the *Sea*, they shall become liable to for the same.

‘ II. That none of our aforesaid *General Officers* or private *Commanders* shall

shall, (upon like forfeiture and pen- *The like as to*
alties) presume to carry, or direct *carrying*
the carrying any *Passenger* or *Pa-*
sengers (whether strangers or others) *of Pa-*
sengers.
of what Degree or Quality soever,
from one place to another, in any
of our *Ships of War* under their
Command, unless by like particular
Order given in Writing from our
self for their so doing; such only
excepted, as by the Eleventh Article *With Ex-*
of our present General *Instructions* *ceptions.*
they are obliged to receive and give
passage to; namely, our *Subjects*
redeemed from *Slavery*, *Shipwreckt*,
or taken at Sea out of *Forreign*
Ships.

‘III. That all *Admirals* and *Com-* *Copies of*
manders in Chief of Our *Ships* do for *all Sail-*
the time to come take care, that as *ing Or-*
often as they shall have occasion of *ders issued*
giving *Orders* for the proceeding of *ed at Sea*
any of Our *Ships* under their *Com-*
mand on any Service, the same be *to be*
done in Writing under their hands, *transmit-*
with *Copies* thereof to be sent by the *ted to the*
Secretary *of the*
Admir-
alty.

first opportunities of conveyance (by Land and Sea) to the *Secretary* of our *Admiralty* for our information. And that the same be in like manner done by the *Commanders* of every of our *private Ships*, in Transmitting to our said *Secretary* for our like Information, *Copies* of every *Order* they shall receive from their *Admiral*, *Commander in chief*, or other *Superiour Officer*.

*The like
as to Ad-
vices of
the Kings
Ships com-
ing into
forreign
Ports,
and Ab-
stracts of
their
Journals.*

‘ IV. That every of our fore-mentioned *Officers* and *Commanders* respectively, do observe, that as often as our Service requires their going into any *Forreign Port*, they do by the first *Post* after their arrival, (and so from *Post* to *Post* during their stay there) give us (through the hand of our said *Secretary*) a particular Account of their *Proceedings*, from the date of their last, with *Abstracts* of their *Journals* during that time; and that care be taken for their leaving the like with our *Consul* or other publick *Minister* in that Place, to be by him for-

forwarded to our said *Secretary*, by the first Conveyance after their departure thence; so as we may at all times have a constant and thorough knowledge of the *Condition, Services, and Proceedings* of all and every of our *Ships* employed on Forreign Service, with the occasions of the same.

Lastly, That at the end of each Voyage, an entire *Book* containing a perfect *Journal* thereof, together with a *Book* of *Entries* to be kept of all *Orders*, either issued or received (as before) by them therein, be delivered for our use to our said *Secretary* of the *Admiralty* (and sworn to if required) by every of our said *Admirals, Commanders in Chief, and private Commanders*, immediately upon their coming into Port to be laid up, and before the paying off of the *Ships* whereto they respectively belong. Both which *Books* our said *Secretary* is to cause to be well examined by himself, or such other Person as shall be expressly appointed thereto,

*The like
at the
end of the
Voyage,
as to their
Journals,
and En-
try-Books
of Orders.*

thereto, in order to a *Report* to be therefrom made to us, of the different Degrees of *care* or *neglect* wherewith these and all other our *Orders* shall appear to have been observed, and our receiving full satisfaction from them therein, before the payment of their *Wages*, or the further *Allowance* hereafter appointed in consideration of their good Service during their said *Voyage*.

*Univer-
sal Ob-
servation
of these
Rules in-
joyn'd.*

‘Of all which as well every our said *Admirals*, *Commanders in Chief*, private *Commanders* of our *Ships*, and other the Officers within mentioned, as our present *Secretary* of our *Admiralty*, and the *Secretary* of our *Admiralty* for the time being, are hereby required to yield full and constant obedience and conformity, as they will answer the contrary at their perils.

*And en-
couraged
by the
Establish-
ment of
an extra-*

And to the end, that with the Provision thus made towards the recovery and advancement of the *Honour*, *Disci-
pline*, and *Prosperity* of our *Naval-
Service*,

Service, We may at the same time Testifie our like Royal Inclination to the giving all reasonable Encouragement to those, who shall from henceforward be employed as Commanders in any of our Ships; thereby as well to excite and oblige them to a strict compliance with these and all other our Royal Resolutions and Orders, as the better to enable them to support the Charge and Dignity of their said Employments and Entertainment therein, without resorting to Methods of doing it so injurious to our Honour and Service, and wasteful of our Treasure, as those before-mentioned have been.

‘ We are in the first place graciously pleased (in favour to our said Commanders) to take upon our self an encrease of Charge, beyond what has ever hitherto been at any one time done by any of our Royal Predecessors, namely, by granting (as we hereby do) to the Commanders of every of our Ships and Vessels (Yachts only excepted) an annual Allowance (over and above

ordinary allowance to Commanders for support of their Tables.

above the value of the *Vitualling* they now enjoy in common with their Ship's Companies) for the support of their *Tablets*, proportioned to the respective Rates of the Ships and Vessels they shall happen severally to Command.

This Allowance to begin, when.

The said *Allowance* to commence upon those of our Ships which are now fitting forth, and shall at any time hereafter be fitted forth to the *Seas*, from the Date and Delivery of their Commanders and Signing Officers joyn't *Certificates* to the *Secretary* of our *Admiralty*, and *Commissioners* of our Navy, of their Ships being compleatly fitted for the *Sea*, and in readines to Execute our final Orders for their Sailing. And upon such of our *Ships* as are at this present abroad; from the day of their Commanders receiving from our said *Secretary* (which he is with all convenient speed to dispatch to them) Copies of this our Order; and to be continued both on the one and the other to the Determination of their respective *Voyages*.

‘ The

‘The value of which allowance hereby so granted is as follows.

<i>A Table of the Annual Allowance of a Sea-Commander of each Rate.</i>			
Rate	Present Wa-ges.	Present Vi-tualling.	Additional Grant for his Table.
1	273 15 0	12 3 4	250 0 0
2	219 00 0	12 3 4	200 0 0
3	182 00 0	12 3 4	166 5 0
4	136 10 0	12 3 4	124 5 0
5	109 10 0	12 3 4	100 0 0
6	91 00 0	12 3 4	83 0 0

The value
of that
allow-
ance.

‘Wherein our *Royal Intention* is, that this *allowance* for *Tables* granted to our said *Commanders* as *Captains* of Private Ships, shall not be construed to the taking away or diminishing ought of what has been heretofore Established to *Flag-Officers*, upon Account of their *Flags*.¹ *Without lessening the allowance already established to Flags.²*

‘And that we may yet the more effectually excite to a vigorous profe-

¹ *Flags.*] *Flags.* in ed. corr. S. P.

A further cution of our Service, such of our Grant, to said Commanders as shall be by us them, employed in our Wars with any of their Officers, the people of *Barbary*, (such as that and Companies, of the great Expence of our *Treasure* the whole value of the Prizes into those Seas, for several years been taken from the People of *Barbary*. wherein we now are, and have, to and hazard to our Subjects Trading engaged with those of *Sally*) we are graciously pleas'd farther to grant to such our Commanders, the full benefit of all Prizes, (both *Hulls*, *Furniture*, *Lading* and *Slaves*) that shall be by them taken, whether of *Ships of War*, or *Merchant Men*; saving only the Vessels of our Subjects happening to have fallen into the hands of such our *Enemies*. In which case, the *Salvage* only of the Vessels of our Subjects so rescued, shall go to the *Retakers*.

‘The whole of which forementioned Prizes and *Salvage* shall be divided between the *Commander* or *Commanders*, of such our Ship or Ships (with their Officers and *Companies*) as were concerned

cerned in the Chase and *Capture* of the said Prizes, according to the *Law* and *practice* of the *Sea*.

‘ Provided always, that no part of the *Charge* of securing or maintaining any of the Vessels, Lading, or Companies of the said *Prizes*, shall be placed to our Account, from the day wherein the same shall be first brought into any *Christian* Port; and that the said *Prizes* be carried into Port, with as little Charge as may be to us, and without any interruption to the *service* wherein our said Ships were employed at the time of the *Capture*.

‘ Lastly, we are hereby graciously pleased further to declare to all our said *Admirals*, *Commanders* in *chief*, and private *Commanders*, that as our *Royal* Expectation will from henceforward be, to have a strict *Account* given us of their careful applying themselves to the Execution and Observance of these and all other our *Orders*, with intention of expressing our severest *Displeasure* against such of them (who-

*of their ever they be) as shall be found in any
merits in
his Ser-
vice.* wife negligent or unfaithful in the same. So are we no less graciously determined at the *End* of their respective *Voyages*, to Testifie by some especial Instance of our *Bounty* (beyond what is hereby already so *Extraordi-*
narily provided for them) our particular Regard to whoever of our said *Com-*
manders shall appear to have merited the same from us, by any signal Instances of their *Industry, Courage, Conduct* or *Frugality* evidenced therein on our behalf. Given at our Court at *Windsor* this 15th. day of *July* 1686.

By his Majesties Command.

S. PEPYS.

Return to the Ships. **W**hich Act having been here observ'd, out of the *Respect* no less due to the *Care* at the same time taken for the *Re-establishment* of good *Govern-*
nance upon his Majesties Ships *abroad*, than the *Repair* and *Preservation* of those in *Port*; the Order of these *Notes* calls for my *Return* to the *Works*

Works in doing upon the latter,
and my observing thereon, as follows,
Viz.

That the *satisfaction* his Majesty was The King's satisfaction in the works done thereon. pleas'd to conceive from the fore-mentioned *Progres* of these *Works*, From his personal Visits to the Yards, confirm'd by his own frequent *Visits*, and *Personal Inspections* thereinto at the *Yards*, was such, as mov'd him (*six Months* within the time allow'd for it by the *Proposition*) to think them so far advanc'd, as not to need his any longer continuing the *Suspension* &c. he had for their sakes laid (as before) upon the *Ordinary Methods* of his Navy. And therefore by his great Seal of the 12th. of Octob. 1688. (after having declar'd his Gracious *Acceptance* and *Approval* of the Services of these his *Commissioners*, in the full Execution of the *Proposition*, and their having brought all matters intrusted to them, into such a *Method*, as that his *Officers* might now perform them, more to his *Service*, than formerly they could) He was pleas'd to determine the *Commission*,

12. 1688.
The Execution of the Commission approved and confirmed.

*He deter- miffion, and recal his said Officers to
mines the their ancient Duties, according to the
Commis- known Instructions already in force,
sion and and the Improvements made therein
recals the by these Gentlemen ; inculcating to
Old Offi- them his former Directions for the
cers.*

*Remind ing them
of their
Old Ac-
counts.* finishing of their *Accounts*. Among
which was in particular that of the
Thirty New Ships, whereof (but for
the *Revolution* immediately following
in the *State*) a strict *Account* had been
soon call'd for, and insisted on by the
King; as being now (from the through
knowledge since attained concerning
them) in a condition of being regularly
and effectually controll'd.

*Effects of
this Com-
mission*

*In the
state it
then left
the Navy
in.*

And so expir'd this *Commission*; and
with what *Effects*, in reference to that
diversity of *Services* for which it was
Calculated, and (above all) that one
of the general Redemption of the
Fleet of England from *Ruin*, will be
best understood, by looking back to
the *State* thereof just before its open-
ing in *January 1685*, compar'd with
what it was left in at this its *Deter-
mination*

mination in October 1688. Which latter follows, *Viz.*

I. The *Fleet* then at *Sea* had (from its ordinary *Summer-Guard*) been rais'd in less than two Months (upon intelligence of the surprising Preparations then on foot in *Holland*) to no less than *sixty seven* of the *King's* own *Ships of War*, and *Fire-Ships* (besides *Tenders*, *Yachts*, and other small Imbarcations) of the Rates following.

Abstract of the Fleet at Sea at the close of the Commission of the Navy, October 1688.

Man'd with above 12000 Men.

	N ^{o.}	Men.
<i>Rates</i>	$\left\{ \begin{array}{l} 3d. \quad 12 \quad 4715 \\ 4 \quad \quad 28 \quad 6318 \\ 5 \quad \quad 2 \quad \quad 220 \\ 6 \quad \quad 5 \quad \quad 370 \end{array} \right.$	
<i>Fire-Ships</i>	20	680
	<hr/>	<hr/>
<i>Total</i>	67	12303
		II. All

*Ships in
Harbour
how re-
pair'd.*

II. All but *Three* of the whole remaining *Number* (contain'd in the *Proposition*) entirely repair'd, or actually under Repair; with a surplusage of *six Months* Time, and a sufficiency of *Mony and Materials* resting in *Bank* and *Magazine* for compleating that *Remainder*.

*Works
how per-
form'd.*

*Shown by
the excess
of Charge
expended
thereon.*

III. The *well-performance* of which Works (both for *Extent* and *Substantial-ness*) had for its first *Evidence*, the *Sum* expended thereon, to more by two Thirds than the highest Value the *Surveyor of the Navy*, and his *Fellow-Officers* had *Estimated*, and the *Propo-
sition* (grounded on those *Estimates*) Calculated the same at; divers of them (to above *Thirty*) having been entirely *Rebuilt*, and some taken up *Hundreds*, others *Thousands* of Pounds in their *Refitting*, that had but few Months before (without ever going out of *Harbour*) been represented by the said *Officers* to have received from them a *full Repair*.

To which *Proof*, arising from the
Extra-

Extraordinariness of the Sum spent upon them, succeeds that other Ordinary one of the Reports of the Master Builders and their Assistants, employ'd in the Direction, and immediate Supervi-
sion thereof. The Names of whom follow.

And by the Reports of the Kings Master Builders and Assistants.

A List of all his Majesties Master Shipwrights and their Assistants serving him in his several Yards between April 1686. and October 1688.

Wherein Note + signifies Dead and
* Preferred.

Yards.	Mr. Shipwrights.	Assistants.
Chatb.	Mr. Robert Lee	{ * Dan. Furzer Edw. Dummer Pbineaas Pett
Portf.	Mr. Isaac Betts.	Wm. Stiggant
Dept.	{ † Mr. John Skibb Mr. Fisb. Harding	* Fisb. Harding
Woolw.	{ † Mr. Tho. Skibb Mr. Jof. Lawrence	Zach. Medbury
Sheern.	{ * Mr. J. Lawrence Mr. Dan. Furzer	

Persons

*Ad-
vanc'd
for their
abilities
under K.
Charles.*

*And em-
ploy'd
Origin-
ally in
surveying
the Fleets
Decays,
and now
in their
Repairs.*

*Whereof
being the
only pos-
sible
judges,
they alone
by Duty
and Prac-
tice stand
account-
able for
them.*

Persons, who (besides their having long before the *Date* of this *Commission*, or any occasion fore-seen for it, been from the Credit of their *Abilities* advanc'd to these Charges in the time of *K. Charles*) had not only been all of them employ'd by the *Navy-Officers* themselves in taking the very *Surveys* upon which the *Estimates* of the Fleet's Decays were Calculated, and thereby rendred themselves the most concern'd to justifie the same by suitable Performances thereof, both as to Charge and efficacy ; but the **Persons** upon whose *Testimonies*, and theirs only, in right and virtue of their *Places*, under the *Inspection* of the *Surveyor* of the Navy and *Commissioners* of the Yards (among whom in particular he at *Chatham* was at this time, for the importance of the Works there, one of the first Form of the *Master Builders* of *England*) the Crown always *has*, now *does*, and *for ever must* depend for its security in this *Matter* ; as being (in a word) the **Persons**, who by the

Prac-

Practice of the Navy stand alone charg'd with, by their Personal services can alone be knowing Judges of, and by the standing Obligations of their Places do therefore alone rest accountable, and (as such) are only to be resorted to by the Crown for its satisfaction, in this Particular.

IV. Not only the six requir'd by *Every* the *Proposition*, but a compleat *Proportion* of eight Months *Sea-Stores* were *repaired Ship fur-nish'd with 8 Months Sea Stores.* actually provided and left by these *Gentlemen in Magazine* (each within its Distinct and proper *Repository*) for every Ship so repaired ; with the like in Materials and Money for the whole *Remainder*, as fast as finish'd.

And not only so ; but in consideration of the different and uncertain *Measures* by which *Boatswains* and *Carpenters* of *Ships* had been heretofore supply'd (sometimes too sparingly with regard to the Kings Service, other whiles too largely with respect to his Purse) they made it their Work (upon best Information) to digest and see *The un-certain Measures thereof adjusted, after-tain'd, and en-larg'd.* con-

Memoires touching

confirm'd by his *Majesty*, one uniform *Establishment* of *Sea-Stores* for an Officer of each Rate; and that so ample a one, as to be thought sufficient for answering (upon occasion) a yet longer *Expence* than what it was strictly Calculated for. So as (to give it in *their* own Terms to the *King*) *We hope your Majesty will from henceforward hear no more of the many Evils attending the former Practice. Especially; if the Good Husbandry of Your Commanders shall bear any Proportion to that Mark of Bounty, which by your Late Establishment you have been pleas'd to grant for their Encouragement thereto.*

*Benefit
tbereof to
the King,*

*Com-
manders
doing
their part.*

*Besides
which
Sea-stores
to each
Ship,
a general
Mag-
azine is
left,
valued
together
at near
400000l.*

And yet to this so inlarged a Proportion of *Stores* set apart for every particular Ship (and amounting, with them at *Sea*, to above two hundred and fourscore Thousand pounds) they still added (beyond all *Example*) and left entirely in *Magazine*, such a further *Reserve* for answering the general Service of the *Navy*, as amounted in eight only *Species* thereof, to above

** is add. S. P.*

one

one hundred thousand pounds more; Commodities all of greatest importance and least to be depended-upon from the Market, as being (save one) all of Forreign Growth, viz.

<i>Hemp.</i>	<i>Canvas.</i>
<i>Pitch.</i>	<i>Iron.</i>
<i>Tar.</i>	<i>Oyle.</i>
<i>Rosin.</i>	<i>Wood.</i>

V. And for the safer keeping and more orderly disposing of this last-mentioned *Treasure*, by preventing the *Wastes, Corruption, Imbezlements, and other the manifold mischiefs attending the want of proper and sufficient Store-Room, occasion'd by the constant Growth of the Naval Action of England, without suitable inlargements to its other Accommodations; More new Magazines have (both as to Dimensions, Contents, and Charge) been erected within the two years and a half of this Commission, than had ever been before, by all the Kings of England put together.* *Store-Room, much wanting in the Navy.* *Supply'd by new Erections beyond all it ever bad before.*

VI. Nor

A suitable improvement of the Docks, and not less wanting.

Ships come home, repair'd and stored, though not of the Proposition.

VI. Nor are the foremention'd *Advances* in these works less owing to the *industry* successfully exercized in the improvement of our *Docks*, than in that of the *Magazines*, by bettering the *Old*, and finishing the *New*; to the raising them to the *State* they are now left in, *Superiour* to all that the *Navy of England* ever before knew. And yet not more then its present Occasions call'd for, as not having permitted any one of them to lye unemploy'd two *Tides* together (while in condition for it) within the whole time.

VII. *Four and Twenty* of *Seven and Twenty* of his Majesty's *Ships* and *Vessels*, come in from *Sea* during this *Commission*, and therefore (as being then abroad) not provided for in the *Proposition*, have been also fully *repair'd* or left actually under *Repair*, furnish'd with like proportion of *Sea-Stores* (as before) without a Penny supply'd out of the *Exchequer* towards it.

And

And in the doing this, that most important (and till now unheard of) Article at the Close of the *Proposition*, relating to the future maintenance of his *Majesties Fleets at Sea* in their whole *Wear and Tear*, at no higher charge than that of 22 s. per Man a Month, has been also made good; and, in that *single* performance, a Foundation laid of saving to the Crown for ever, not only the whole *first Cost* of whatever Ships it shall have occasion of building in lieu of others become *irreparable*; but twenty six per Cent in the Charge of all succeeding Repairs and Expence in their Stores and Furniture.

VIII. Every other Head of the *Proposition* strictly comply'd with, the Building of two small *Frigats* only excepted, which by express Command of the *King* were respite (and the Value of them therefore left uncall'd for out of the *Treasury*) till the weightier Works of his great *Ships* would allow *Room and Leisure* for their being built in his own Yards.

IX. Not

Not a Penny of Debt unsatisfy'd, where the Party was at hand qualify'd to receive it.

IX. Not a Penny left unpaid to any *Officer, Seaman, Workman, Artificer or Merchant*, for any *Service* done in, or *Commodity* deliver'd to the use of the *Navy*, either at Sea or on Shore, within the whole time of this *Commission*, where the *Party* claiming the same was in the way to receive it, and had (if an *Accountant*) done his part, as such, towards the entitling himself to Payment.

Even in which Case too, a sufficiency of *Cash* was left in *Bank* upon the *Fond* of this *Commission*, for clearing that *Debt*, as fast as by the Coming in of *Ships*, and adjustment of *Accounts*, the same could be brought into a *Capacity* and *Right* of being paid.

The Proposition performed and Navy redeemed, at what Charge.

X. Lastly, The whole of this *Proposition* was thus made good, and therewith the *Navy of England* redeem'd from perishing, at a *Charge* not only not exceeding the 400000 *l.* *per Ann.* allotted for it by the *King*, and consequently not more than what the *Navy* appear'd (as before) to have been

been supply'd with all the time of its being so abandon'd to *Ruine*, but even for less than 310000 l. per *Annum*; as the same stands verify'd by the *Accounts* thereof in the *Registry* of the *Navy*, and those Accounts (both as to Truth and Perspicuity (so digested, justify'd, and (after the Close of each year) presented to the *King* and his *Treasurers*, answering in every respect the Scope of the *Proposition*, by distinct Reckonings exhibited therein of every *Species* and parcel of *Goods* bought and spent, *Artificer* and *Workman* employ'd, *Penny* laid out, and *Service* perform'd (with the Difference or Agreement in the Charge of every such *Service* with its proper *Estimate*) as does not appear to have ever before been seen in the *Navy* of *England*, but (through the single *Industry* and peculiar *Conduct* of Mr. *Hewer*) is now remaining there, to shew *Posterity*, that there is nothing in the *Nature*, *Bulk*, or *Diversity* of Matters incident to the business of a *Navy* (even under the *Verify'd*
by the
Accounts
thereof.

circumstances of *this*) to justifie the so-long-admitted Pretence of an *Irreducibleness* of its *Accounts*, to a degree of *Order* and *Self-Evidence* equal to the most strict of any private Merchant.

*General
State of
the Ac-
count
upon this
Proposi-
tion, &c.*

The general State of which *Accounts* in the Case of the present *Proposition*, and the *Works* attending it (as the same arises from the *subordinate Accounts* relative thereto) follows.

Which

Which State of *Accounts* being (as it ought) admitted, in right to its *Vouchers* now resting (as from the very Close of this *Commission* they have done) in the hands of the so often-mentioned Officers of the *Navy*, who (after what has been here said) cannot but be esteem'd in *Honour* the most concern'd, as well as by *Duty* the most oblig'd, to see the same fully *controll'd*; these (among other *Particulars* no less considerable) offer themselves to Observation, *viz.*

1. That the 307000 *l.* the *Ballance* of this *Account*, is the *Product* of these Gentlemen's *Management*; as being so much saved of what might unexceptionably have been expended by them, out of the 400000 *l.* *Fond* assign'd to the use of this *Proposition*.

2. That among the several other *Fruits* of immediate and important *Fruits* of this *Saveing*, this is one; namely, the obtaining such an Enlargement of *Magazines*, and the amassing therein such a *Treasure* of *Stores*, as *England* was never before *Mistress* of, nor

could now have had its *Navy* longer supported without.

*Charge
of this
Manage-
ment com-
pared
with the
last.*

3. *Lastly*, That this and all the above-mentioned *Advantages* have been effected at no other *Cost*, than the bare *Wages* of the few His *Majesty* was pleas'd to call to this his Service, arising together to little more than 6000 *l.* While (had the *Work* been transacted by *Contract*) the *whole* of that 307000 *l.* *Ballance* must incontestably have been the *Reward* of the *Undertakers*; and the *Bargain* nevertheless not reckon'd any unthrifty one to the *Publick*, when it should be consider'd, that the *Execution* of this *Proposition* (with the many *Benefits* attending it) within less than *three* years, would (even with that *Sum* included) have barely amounted to *One Million*; while *five* entire years were lost, and the *Navy* all that time left under little less than a total *Desertion*, at the *Expence* (as before) of full *Two*. And of that also (without offence be it observ'd) near *Five and thirty thousand Pounds* taken up

up in *Wages* only, to a *Commission* of the *Admiralty*, during that very Management; While this appears exempt of the *Charge* of any such *Commission*, or ought else extraordinary to the value of a *Shilling*, beyond the Simple *Wages* of a worn unassisted *SECRETARY*.

And yet with such *Effect* too; that from the *Condition* the *Navy* was (by its own Officers) reported in, at His *Majesty's* Resuming it in 1684, when the *Gross* of its *Ships* were wholly out of *Repair*, and the best of them ready to *sink* in *Harbour*, with little appearance of its having by this time had any one of them in a *State of Service*; it has the present *Reputation* (1690) of having *actually* at *Sea* of its own *Ships* of *War* and *Fire-ships* (exclusive of *Merchant-men* and *Forreigners*) a *Force* equal at least, or rather superior, to the most *powerful* it ever at any one time had, in the most *active* year of a *Hollands-War*. And (which is more) the *Residue* (as to their *Hulls* and *Stores*) in a ready *State* of following them, if (as I am not to doubt) the same

*And the
different
Effects
thereof.*

same *wholesom Methods* have been since exercis'd towards them, with those they were brought-by into the *Condition* this *Commission* left them in, upon the 12th of *October*, 1688.

Which leading me back to the fore-mentioned *State* of this *Affair* in *of the Fleet in October*; little rests for the carrying it on to that *signal Day*, that puts a natural *Bound* to the *subject* of these *Notes*, I mean the *Day* of my late *Royal* (but most unhappy) *Master's* *Retiring* in *December*; As having received little other *Alteration* within that time, than what arose from a small *Addition* to the *Fleet* under the *Lord Dartmouth*, and the coming home of some few others from *Forreign Service*; rendering the *whole* then abroad, as follows,

Abstract of the Ships of War and Fire-Ships in Sea-Pay upon the 18th of December, 1688.

Manned with above 14600 Men.

Rate

	Ships			Men.	<i>Ships at Sea in Decem- ber 1688.</i>
	At Sea.	Going out.	Total		
<i>Rate</i> —	10	5	15	6080	<i>The same Reported more par- ticularly, for the sake of what oc- curr'd in our Seas within that In- terval.</i>
	29	2	31	7015	
	2	0	2	220	
	6	0	4	295	
<i>Fire-Ships</i> —	22	4	26	965	
<i>Bomber</i> —	1	0	1	75	
<i>Total</i> —	68	11	79	14650	

The Import of which Fleet, at a Crisis so eminent, as this is likely to appear in the future *Annals of England* (when it shall be remembred what passed, besides it, upon the British-
Seas between the two last-cited Periods of October and December) seeming to require some more distinct Report of it, than what is to be gathered from the foregoing *Abstracts*; I subjoyn a *Lift*, specifying the *Rate*, *Name*, *Officers*, *Complement of Men* and *Station* of every Ship and Vessel of His Majesty's then in *Sea-Service*, viz.

A

A General List of all His Majesty's
 Pay, upon the 18th of December, 1688.
Lieutenants, Complements of Men, and

Rates	Ships	Commanders
3d	<i>Resolution</i> —	L. <i>Dartmouth</i> Ad.
3	<i>Elizabeth</i> —	C. <i>Davis</i> —
3	<i>Cambridge</i> —	S. J. <i>Berry</i> V. Ad.
3	<i>Defiance</i> —	C. <i>Nevill</i> —
3	<i>Dreadnought</i> —	C. <i>Tyrwhit</i> —
3	<i>Henrietta</i> —	C. <i>Ashby</i> —
3	<i>Mary</i> —	C. <i>Akerman</i> —
3	<i>Pendennis</i> —	C. <i>Trevanion</i> —
3	<i>Plymouth</i> —	C. <i>Layton</i> —
3	<i>Tork</i> —	Sir <i>Will. Booth</i>
4th	<i>Advice</i> —	C. <i>Carter</i> —
4	<i>Albans Saint</i> —	C. <i>Delavall</i> —
4	<i>Anthelope</i> —	C. <i>Williams</i> —
		C. <i>Constable</i> —
		C. <i>Ridley</i> —

*Ships and Vessels in Sea-Service and
with their respective Rates, Commanders,
Stations.*

89

Lieutenants	Men	Station
{ <i>Millifon</i> ———	450	
{ <i>Preene</i> ———		
{ <i>Gother</i> ———	475	
{ <i>Crawley</i> ———		
{ <i>Wrigb</i> ———	420	
{ <i>Bois</i> ———		
{ <i>Bing</i> ———	390	
{ <i>Littleton</i> ———		
{ <i>Bounty</i> ———	355	
{ <i>Tyrwhit</i> ———		
{ <i>Gardner</i> ———	355	
{ <i>Dilks</i> ———		
{ <i>Townesend</i> ———	355	Channel
{ <i>Hays</i> ———		
{ <i>Jennings</i> ———	460	
{ <i>Kerr</i> ———		
{ <i>Foulks</i> ———	340	
{ <i>Edwards</i> ———		
{ <i>Moody</i> ———	340	
{ <i>Manley</i> ———		
<i>Haughton</i> ———	230	
{ <i>Killigrew</i> ———	280	
{ <i>Bundee</i> ———		
<i>Pugh</i> ———	230	

Rates	Ships	Commanders
4th	<i>Affurance</i> —	C. <i>Mack Donell</i> .
4	<i>Bonadventure</i> —	C. <i>Hopson</i> —
4	<i>Bristol</i> —	C. <i>Leighton</i> —
4	<i>Centurion</i> —	C. <i>Elliot</i> —
4	<i>Constant Warwick</i> —	C. <i>Cornwall</i> —
4	<i>Crown</i> —	C. <i>Robinson</i> —
4	<i>David Saint</i> —	C. <i>Botham</i> —
4	<i>Deptford</i> —	C. <i>Rook</i> —
4	<i>Diamond</i> —	C. <i>Walters</i> —
4	<i>Dover</i> —	C. <i>Shovel</i> —
4	<i>Fore sight</i> —	C. <i>Standley</i> —
4	<i>Greenwich</i> —	C. <i>Wrenn</i> —
4	<i>Jersey</i> —	C. <i>Beverly</i> —
4	<i>Mordaunt</i> —	C. <i>Tyrrell</i> —
4	<i>New Castle</i> —	C. <i>Churchill</i> —
4	<i>Non such</i> —	C. <i>Montgomery</i> —
4	<i>Phœnix</i> —	C. <i>Gifford</i> —
4	<i>Portland</i> —	C. <i>G. Aylemore</i>
4	<i>Portsmouth</i> —	C. <i>St. Loe</i> —
4	<i>Ruby</i> —	C. <i>Froud</i> —
4	<i>Swallow</i> —	C. <i>M. Aylemore</i>
4	<i>Tiger</i> —	C. <i>Tennant</i> —

Lieutenants	Men	Station
<i>Fitz Patrick</i> —	180	
<i>Granvil</i> —	230	
{ <i>Penn</i> —	230	
{ <i>Townsend</i> —}	230	
	230	
<i>Hales</i> —	180	
<i>Wickham</i> —	230	
{ <i>Jennings</i> —}	280	
{ <i>Walker</i> —}	280	
{ <i>Guy</i> —}	280	
{ <i>Bowyer</i> —}	280	
<i>Greenway</i> —	230	
<i>Dawes</i> —	230	
{ <i>Hubbard</i> —}	230	Channel
{ <i>Man</i> —}	230	
{ <i>Vaughan</i> —}	280	
{ <i>Audeley</i> —}	280	
<i>Hammond</i> —	230	
<i>Carveth</i> —	230	
<i>Harman</i> —	280	
<i>Talbot</i> —	180	
<i>Harrison</i> —	180	
<i>Trevanion</i> —	240	
<i>Beaumont</i> —	220	
<i>Gillam</i> —	230	
<i>Whittaker</i> —	230	
<i>L. Will. Murray</i>	230	

Rates	Ships	Commanders
4th	<i>Woolwich</i> —	C. <i>Hastings</i> —
6	<i>Lark</i> —	C. <i>Grimsditch</i> —
6	<i>Saudados</i> —	C. <i>Graydon</i> —
Bomb.	<i>Fire Drake</i> —	C. <i>Leake</i> —
Bomb.	<i>Quaker</i> —	C. <i>Allin</i> —
Ketch	<i>Cleveland</i> —	C. <i>Hoskins</i> —
	<i>Fubbs</i> —	C. <i>R. Sanderfon</i> —
Yts.	<i>Isabella</i> —	C. <i>W. Sanderfon</i> —
	<i>Katherine</i> —	C. <i>Clements</i> —
	<i>Kitchin</i> —	C. <i>Crow</i> —
	<i>Mary</i> —	C. <i>Fazeby</i> —
	<i>Cygnet</i> —	C. <i>Shelley</i> —
	<i>Dartmouth</i> —	C. <i>Legg</i> —
	<i>Elizab and Sarah</i> —	C. <i>Dover</i> —
	<i>Guardland</i> —	C. <i>Jenifer</i> —
	<i>Richard & John</i> —	C. <i>Will Wright</i> —
	<i>Supply</i> —	C. <i>Crosse</i> —
	<i>Guernsey</i> —	C. <i>Arthur</i> —
	<i>Pearl</i> —	C. <i>Coale</i> —
	<i>Richmond</i> —	C. <i>Fairborne</i> —
	<i>Swan</i> —	C. <i>Johnson</i> —
	<i>Sophia</i> —	C. <i>Mings</i> —
	<i>Speedwell</i> —	C. <i>Powson</i> —
	<i>Rose Salley Prize</i> —	
	<i>Saint Paul</i> —	C. <i>Boteler</i> —
	<i>Charles & Henry</i> —	C. <i>Stone</i> —

Lieutenants	Men	Station
{ <i>Talmach</i> ——— }	280	
{ <i>Baker</i> ——— }	85	
	75	
	75	
	40	
	30	
	40	
	30	
	30	
	30	
	30	
	30	
	55	
	25	
	50	
	20	
	20	
	50	
	50	
	50	
	50	
	27	
	30	
	37	
	50	
	25	

Channel

Rate	Ships	Commanders
F.Sh.	<i>Roebuck</i> —	C. <i>Pooley</i> —
	<i>Unity</i> —	C. <i>Wyvel</i> —
	<i>Charles</i> —	C. <i>Potter</i> —
	<i>Half-moon</i> —	C. <i>Munden</i> —
	<i>Young Spragg</i> —	C. <i>Wijesman</i> —
Yacht	<i>Merlin</i> —	C. <i>Wilde</i> —
F.Sh.	<i>Eagle</i> —	C. <i>Willford</i> —
	<i>Sampson</i> —	C. <i>Harris</i> —
Yacht	<i>Navy</i> —	C. <i>Cotton</i> —
Ketch	<i>Kingfisher</i> —	C. <i>Swaine</i> —
Yacht	<i>Monmouth</i> —	C. <i>Will.Wright</i> —
4th	<i>Dragon</i> —	C. <i>Killigrew</i> —
4	<i>Sedgemore</i> —	C. <i>Lloyd</i> —
5	<i>Saphire</i> —	C. <i>Tosier</i> —
Hulk	<i>Leopard</i> —	
4	<i>Affistance</i> —	C. <i>Law.Wright</i> —
6	<i>Drake</i> —	C. <i>Spragg</i> —
5	<i>Rose</i> —	C. <i>George</i> —
Ketch	<i>Deptford</i> —	C. <i>Berry</i> —
6	<i>Dunbarton</i> —	C. <i>Roe</i> —

Lieutenants	Men	Station
	16	
	25	
	30	Channel
	35	
	20	
	30	Portsm.
	45	
	50	Sheern.
	20	Guard
	Guernsey	
	15	Jersey
	20	Ireland
Bokenham	185	
Sherborne		
Buckely	240	Salley
Hawkins		
Brisbane	115	
	33	
Chapman	200	Jamaica
	65	
Condon	105	New-England
	40	
	70	Virginia

Ships

Ships just come-in		
Rate	Ships	Commanders
3d	<i>Montague</i> —	L. <i>Berkley</i> , R. Ad.
3	<i>Rupert</i> —	Sir <i>Will Jennens</i>
Ships go-		
Rate	Ships	Commanders
3d	<i>Edgar</i> —	L. <i>Berkley</i> , R. Ad.
3	<i>Dunkirk</i> —	
3	<i>Warpfight</i> —	Sir <i>Will Jennens</i>
3	<i>Hampton-Court</i> —	C. <i>Priestman</i>
3	<i>Kent</i> —	Sir <i>F. Wheeler</i>
4	<i>Tiger Prize</i> —	C. <i>Smith</i>
4	<i>Sweepstakes</i> —	
F. Sh.	<i>Mermaid</i> —	C. <i>Ley</i>
	<i>Thomas & Eliz.</i> —	
	<i>Owners Love</i> —	
	<i>Cadiz Merchant</i> —	

to be exchanged.

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Lieutenants	Men	Station
{ Conway		
{ Every	355	
{ Staggins		
{ Day	400	Channel.

ing out.

Lieutenants	Men	Station
{ Every	460	
	340	
	420	
{ Buck	460	
{ Usher	460	Channel.
Foules	230	
	80	
	50	
	40	
	40	
	45	

PPPS

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Abstract

Rates and Qualities	Ships			Men
	At Sea	Going out	Total	
Rates—	3d—	10	5	15 6080
	4—	29	2	31 7015
	5—	2	0	2 220
	6—	4	0	4 295
Fireships—	22	4	26	965
Bomber—	1	0	1	75
Hulk—	1	0	1	33
Ketches—	3	0	3	95
Yachts—	9	0	9	260
Total—	81	11	92	15038

And

And to the end nothing may be *A General List* wanting to render these *Notes* completely expressive of the *State*, not of *that Fleet* only, but of the whole *Navy of England* at this so extraordinary *Conjuncture*, I add one *Table* more, shewing (through all the principal *Circumstances* of it) the particular *Condition*, wherein every *Ship* and *Vessel* thereof then stood, with the united *Force* of the *Whole*, as follows, *viz.*

principal] *principle ad.*

A
LIST and STATE
OF THE
ROYAL NAVY

A

A List and

Of the whole ROYAL NAVY of
Harbour) upon the 18. day of
dition of each *Ship* and *Vessel*
pairs and the Value of their
day; containing also an *Account*
presented to his *Majesty* by the
of every *Ship* comprehended
par'd with the *Real Charge* of the
late *Commissioners* of the *Navy*,
Commission March 25th. 1686. and

Wherein to

That the *Ships* { Mark'd { *A.* were at *Sea*
 { *B.* were in *Har-*
 { *C.* have been
 in the *Black Letter* are

State

England (whether at *Sea* or in *December* 1688. shewing the *Con-*
therein, with respect to their *Re-*
Rigging and *Sea Stores*, upon that
of the last and highest *Estimates*
Officers of his *Navy* of the *Defects*
within *Mr. Pepys's Proposition*; com-
Works perform'd thereon by the
between the *Commencement* of their
its *Determination October 12. 1688.*

be noted,

upon _____ } the said 25
hour wanting repair, on _____ } of *March*
added to the *R. Navy*, since } 1686.
the 30 *New Ships*.

Ships

<i>Ships and Vessels.</i>	<i>Place and Condition</i>		
	<i>At Sea or going forth.</i>	<i>In Har- bor'd.</i>	<i>Under Repair.</i>
1st. Rate.			
<i>St. Andrew</i>	B	*	
<i>Britannia</i>	B		*
<i>Charles Royal</i>	B	*	
<i>George St.</i>	B		*
<i>James Royal</i>	B	*	
<i>London</i>	B	*	
<i>Michael St.</i>	B		*
<i>Prince Royal</i>	B		
<i>Sovereign</i>	B	*	
2d. Rate.			
<i>Albemarle</i>	B	*	
<i>Coronation</i>	B	*	
<i>Duke</i>	B	*	
<i>Dutchess</i>	B	*	
<i>Katherine</i>	B		*
<i>Neptune</i>	B	*	
<i>Ossory</i>	B	*	

Dec. 18. 1688.

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bou.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
To be re- pair'd.	Newly come in from Sea.	£.	£.	£.
		1616	1650	4296
		2315	2138	5181
		1577	1646	4735
		1918	—	4296
		1400	1882	4735
		796	1574	4296
		1286	5092	3668
*		—	—	4735
		2134	1349	5181
		13042	15331	41123
		3213	3773	4296
		1200	1327	4296
		719	2862	4296
		1193	2826	4296
		1499	2081	3668
		949	1622	4296
		837	745	4296

Ships and Vessels.	Place and Condition		
	At Sea or going forth.	In Har- bor	
		re- pair'd.	Under Repair.
<i>Sandwich</i>	B		*
<i>Vanguard</i>	B		*
<i>Victory</i>	B		
<i>Windsor Castle</i>	B	*	
3d. Rate.			
<i>Anne</i>	B		*
<i>Berwick</i>	B		*
<i>Bredah</i>	B		*
<i>Burford</i>	B		*
<i>Cambridge</i>	B	*	
<i>Captain</i>	B		*
<i>Defiance</i>	B	*	
<i>Dreadnought</i>	B	*	
<i>Dunkirk</i>	B	*	
<i>Eagle</i>	B		*
<i>Edgar</i>	B	*	
<i>Elizabeth</i>	B	*	

Dec. 18. 1688.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
bour.	To be re- pair'd.			
		£.	£.	£.
		1622	3015	4296
		897	1027	4296
*		—	—	3668
		650	3438	4296
		12779	22716	46000
		862	2203	2976
		1055	370	2976
		1186	1742	2976
		975	2165	2976
		944	4999	2580
		1215	3046	2976
		512	1747	2365
		1140	1780	2195
		409	592	1903
		705	586	2976
		1911	7141	2976
		503	1444	2976

<i>Ships and Vessels.</i>	<i>Place and Condition</i>		
	<i>At Sea or going forth.</i>	<i>In Har- bor</i>	
		<i>re- pair'd.</i>	<i>Under Repair.</i>
<i>Essex</i>	B		*
<i>Exeter</i>	B		*
<i>Expedition</i>	B		*
<i>Grafton</i>	B		*
<i>Hampt. Court</i>	B	*	
<i>Harwich</i>	B		*
<i>Henrietta</i>	B	*	
<i>Hope</i>	B		*
<i>Kent</i>	B	*	
<i>Lenox</i>	B		*
<i>Lion</i>	B		*
<i>Mary</i>	B	*	
<i>Monck</i>	B		*
<i>Monmouth</i>	B		*
<i>Montague</i>	B		*
<i>Northumberl.</i>	B		*
<i>Royal Oak</i>	B		
<i>Pendennis</i>	B	*	
<i>Plymouth</i>	B	*	
<i>Resolution</i>	B	*	

Dec. 18. 1688.

bour.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
To be re- pair'd.	Newly come in from Sea.	£.	£.	£.
		1427	1454	2976
		1391	553	2976
		725	401	2976
		735	1496	2976
		830	4771	2976
		634	885	2580
		594	945	2195
		1257	1922	2976
		1382	1670	2976
		354	797	2976
		602	955	2195
		3152	7236	2195
		1565	2212	2195
		997	5643	2365
		503	3814	2365
		1186	1114	2976
*		—	—	2976
		736	1521	2976
		670	1111	2195
		510	1292	2365

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<i>Ships and Vessels.</i>	<i>Place and Condition</i>		
	<i>At Sea or going forth.</i>	<i>In Har- bor</i>	
		<i>re- pair'd.</i>	<i>Under repair.</i>
<i>Restauration</i> — — —	B		*
<i>Rupert</i> — — —	B		*
<i>Sterling-Cast.</i> — — —	B		*
<i>Suffolk</i> — — —	B		*
<i>Swiftsure</i> — — —	B		*
<i>Warrspight</i> — — —	B	*	
<i>Tork</i> — — —	B	*	
4th. Rate.			
<i>Advice</i> — — —	B	*	
<i>Albans St.</i> — — —	C	*	
<i>Anthelope</i> — — —	B	*	
<i>Affistance</i> — — —	B	*	
<i>Affurance</i> — — —	B	*	
<i>Bonadventure</i> — — —	A	*	
<i>Bristol</i> — — —	A	*	
<i>Charles Gally</i> — — —	B		
<i>Centurion</i> — — —	B	*	

Dec. 18. 1688.

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our.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
To be re- air'd.	Newly come in from Sea.	£.	£.	£.
		2969	734	2976
		129	420	2365
		1349	2033	2976
		357	1857	2976
		610	941	2580
		1959	4130	2365
		1460	4147	2165
		39502	81869	104670
		2902	1558	1582
		2212	3597	1582
		1749	2142	1582
		1812	3640	1582
		989	1316	1348
		—	—	1582
	*	186	183	1348
		1222	3498	1582

Ships and Vessels.	Place and Condition		
	At Sea or going forth.	In Har- bor re- pair'd.	Under Repair.
<i>Constant Warwick</i>	B	*	
<i>Crown</i>	A	*	
<i>David St.</i>	B	*	
<i>Deptford</i>	C	*	
<i>Diamond</i>	B	*	
<i>Dover</i>	B	*	
<i>Dragon</i>	B	*	
<i>Falcon</i>	A		
<i>Foresight</i>	B	*	
<i>Greenwich</i>	B	*	
<i>Hampshire</i>	B		*
<i>Happy Return</i>	A		*
<i>James Gally</i>	A		*
<i>Jersey</i>	B	*	
<i>King-fisher</i>	A		*
<i>Mary Rose</i>	A		
<i>Mary Gally</i>	C		*
<i>Mordaunt</i>	B	*	
<i>New Castle</i>	B	*	
<i>Nonsuch</i>	B	*	

Dec. 18. 1688.

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bour.		<i>Estimates of their Defects.</i>	<i>Real charge of their Repairs.</i>	<i>Value of their Rigging and Sea Stores.</i>
<i>To be re- pair'd.</i>	<i>Newly come in from Sea.</i>	<i>£.</i>	<i>£.</i>	<i>£.</i>
		1189	451	1348
		—	—	1582
		210	687	1903
		2377	4596	1728
		576	821	1582
		1849	3043	1582
		748	268	1472
*		—	—	1348
		390	380	1582
		280	374	1903
		2500	3349	1472
		—	—	1728
		—	—	1348
		2254	1416	1582
		—	—	1903
*		—	—	1582
		—	—	1348
		642	1025	1582
		1329	2223	1728
		1721	2024	1348

Ships and Vessels.	Place and Condition		
	At Sea or going forth.	re- pair'd.	In Har- bor Under Repair.
Oxford	A		*
Phœnix	A	*	
Portland	B	*	
Portsmouth	B	*	
Reserve	B		
Ruby	A	*	
Sedgemore	C	*	
Swallow	B	*	
Sweepstakes	B	*	
Tiger	B	*	
Tiger Prize	B	*	
Woolwich	B	*	
5th. Rate.			
Rose	A	*	
Saphire	A	*	

Dec. 18. 1688.

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bou.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
To be re- pair'd.	Newly come in from Sea.	£.	£.	£.
		—	—	1903
		—	—	1348
		1922	4689	1728
		2500	2649	1472
*		427	259	1582
		—	—	1582
		2337	3650	1728
		1314	1571	1582
		1368	1612	1348
		326	365	1728
		1348	1102	1582
		525	1513	2195
		39204	54001	65199
		—	—	902
		—	—	1031
		—	—	1933

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<i>Ships and Vessels.</i>	<i>Place and Condition</i>		
	<i>At Sea or going forth.</i>	<i>In Har</i>	
		<i>re- pair'd.</i>	<i>Under Repair.</i>
6th. Rate.			
<i>Drake</i>	A	*	
<i>Dunbarton</i>	B	*	
<i>Fanfan</i>	B		*
<i>Greyhound</i>	A		*
<i>Larke</i>	A	*	
<i>Saudados</i>	A	*	
Bombers			
<i>Fire-Drake</i>	C	*	
<i>Portsmouth</i>	A		*
<i>Salamander</i>	C		*
Fire Ships			
<i>Cadiz-Merchant</i>	C	*	
<i>Cygnet</i>	C	*	
<i>Charles</i>	C	*	

Dec. 18. 1688.		<i>Estimates of their Defects.</i>	<i>Real charge of their Repairs.</i>	<i>Value of their Rigging and Sea Stores.</i>
<i>bour.</i>	<i>To be re- pair'd.</i>			
		<i>£.</i>	<i>£.</i>	<i>£.</i>
		—	—	536
		156	288	634
		30	36	391
		—	—	634
		—	—	634
		—	—	634
		186	324	3463
		—	—	634
		—	—	391
		—	—	536
		—	—	1561
		—	—	—
		—	—	250
		—	—	250

Ships and Vessels.	Place and Condition		
	At Sea or going forth.	In Har	
		re- pair'd.	Under Repair.
<i>Charles and Henry</i>	C	*	
<i>Dartmouth</i>	A	*	
<i>Eagle</i>	A	*	
<i>Eliz. and Sarah.</i>	C	*	
<i>Guardland</i>	B	*	
<i>Guernsey</i>	B	*	
<i>Half-Moon</i>	C	*	
<i>Mermaid</i>	A	*	
<i>Owners Love</i>	C	*	
<i>Pearle</i>	A	*	
<i>Paul St.</i>	B	*	
<i>Rich. and John</i>	C	*	
<i>Richmond</i>	B	*	
<i>Roebuck</i>	C	*	
<i>Rose</i>	B	*	
<i>Sampson</i>	B	*	
<i>Sophia</i>	B	*	
<i>Speedwell</i>	C	*	
<i>Supply</i>	C	*	
<i>Swann</i>	B	*	

Dec. 18. 1688.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
bour.	Newly come in from Sea.			
To be re- pair'd.		£.	£.	£.
		—	—	273
		—	—	1031
		—	—	902
		—	—	300
	295	147	1031	
	1150	1685	1031	
		—	—	634
		—	—	1031
		—	—	—
	630	1014	1031	
		—	—	—
	590	1403	902	
		—	—	250
	155	575	902	
	520	411	902	
	110	182	536	
		—	—	280
	795	633	1031	

Ships and Vessels.	Place and Condition		
	At Sea or going forth.	In Har	
		re- pair'd.	Under Repair.
<i>Thomas and Eliz.</i>	C	*	
<i>Unity</i>	C	*	
<i>Young Spragg</i>	B	*	
Hoy's.			
<i>Delight</i>	B		*
<i>Lighter</i>	B		*
<i>Marygold</i>	B		*
<i>Nonsuch</i>	C		*
<i>Transporter</i>	B		*
<i>Unity</i> Horseboat	B		*
Hulkes.			
<i>Arms of Horne</i>	B		*
<i>Arms of Rotterd.</i>	B		*
<i>French Ruby</i>	B		*
<i>George Saint</i>	B		*

Dec. 18. 1688.

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our.	Newly come in from Sea.	Estimates of their Defects.	Real charge of their Repair.	Value of their Rigging and Sea Stores.
To be re- air'd.		£.	£.	£.
		—	—	—
		—	—	277
		80	126	390
		4325	6176	14265
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		129	83	—
		2065	680	—
		1427	193	—

Ships and Vessels.	Place and Condition		
	At Sea, or going forth.	In Har	
		re- pair'd.	Under Repair.
<i>Leopard</i> —	B	*	
<i>Maria Prize</i> —	C		
<i>Pontoone</i> —	B		
<i>State-House</i> —	B		*
Ketches.			
<i>Deptford</i> —	A	*	
<i>Kingfisher</i> —	A	*	
<i>Quaker</i> —	A	*	
Smacks.			
<i>Escape Royal</i> —	B		*
<i>Little London</i> —	B		*
<i>Sheerneſſ</i> —	B		*
<i>Shiſh</i> —	B		*
<i>Tow-Engine</i> —	B		*

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Ships and Vessels.	Place and Condition		
	At Sea or going forth.	re- pair'd.	In Har- bor Under Repair
Yachts.			
<i>Charlotte</i> —	A		*
<i>Cleveland</i> —	B	*	
<i>Fubbs</i> —	A	*	
<i>Henrietta</i> —	A		*
<i>Jemmy</i> —	B		*
<i>Isabella</i> —	A	*	
<i>Isle of Wight</i> —	B		*
<i>Katherine</i> —	A	*	
<i>Kitchin</i> —	A	*	
<i>Mary</i> —	A	*	
<i>Merlin</i> —	B	*	
<i>Monmouth</i> —	A	*	
<i>Navy</i> —	A	*	
<i>Quinborow</i> —	B		*

Dec. 18. 1688.

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bour.		Estimates of their Defects.	Real charge of their Repair.	Value of their Rigging and Sea Stores.
To be re- pair'd.	Newly come in from Sea.	£.	£.	£.
		—	—	550
		—	—	550
		—	—	550
		—	—	550
		—	—	160
		—	—	360
		—	—	100
		—	—	550
		—	—	500
		—	—	550
		—	—	550
		—	—	400
		—	—	50
				5970

An Abstract of the foregoing *Lift*
England, upon the 18. of December

Ships and Vessels.	Place and Condition		
	At Sea or going forth.	re- pair'd.	In Har- bor Under Repair.
Rates—	1.—	5	3
	2.—	9	1
	3.—	15	1
	4.—	31	3
	5.—	2	
	6.—	4	
Bombers—	1	2	
Fireships—	26		
Hoys—		6	
Hulks—	1	7	
Ketches—	3		
Smacks—		5	
Tachts—	9	5	
	92	66	8

nd State of the Royal Navy of
688. with the *Force* of the whole.

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Dec. 18. 1688.		Force.		
Sur.	Newly come in from Sea.	Total.	Men.	Guns.
To be re- air'd.				
1		9	6705	878
1		11	7010	974
1		39	16545	2640
	4	41	9480	1908
		2	260	60
		6	420	90
		3	120	34
		26	905	218
		6	22	—
		8	50	—
		3	115	24
		5	18	—
		14	353	104
3	4	173	42003	6930

Conclusion.

And having thus summarily brought this *Deduction* of the last *Ten* years *Home-Transactions* of our *Navy* to the day I first set for its *Period*, as it also (most wellcomely) proves to my own (now *30 Years*) Relation to't; wherein (as an *Englishman*, and in a *Service* purely *English*) I have ever with all simplicity of mind contended, to render this humble *Province* of mine useful to my *Country*: I close this *Paper*.

Which amounting to little more than the *Contents* of one *Chapter* of a greater Number, wherewith the *World* may some time or other be more largely entertain'd upon the general Subject of the *Navalia* of *England*; I have, (for preventing either others or my own being misled, to the *believing* or *reporting* ought herein needing *Animadversion*) chofen to expose what is here said, Now, while

while so many are surviving, whose *Memories* (joyn'd with the easie Recourse to be still had to the *Original Registers* thereof in the *Offices* of the *Admiralty* and *Navy*) may enable them to do right to the *Publick, Themselves, and Me*, by a timely rectifying of any *Errors*, or Improvement of any *Truths*, which *Time* may otherwise render in themselves less discoverable, or Us less solicitous in the looking after them. In which consideration I shall (not gladly only, but) thankfully receive Intimations of any *Matters* herein calling for *Amendment*; as well-knowing how far from *infallible* his best *endeavours* must be, that has to do with a *Subject* so extensive, various, and complicate, as that of a *Navy*; and a *Navy* circumstanc'd as this happens to be within the limits of this *Chapter*.

But whatever (more or less) I may meet with from better *Hands* towards the improvement of this *Schitz*: Some-what (I trust) of present utility may (even as it is) be hoped for from it,

in the so ample, fresh, and costly *Experiment* (and to *England* most instructive) which this *Paper* exhibits, of the *Validity* of these three *Truths* in its *Sea Oeconomy*, Viz.

Corol. 1.—**That Integrity, and general
larys from the Pre-
mises.** *(but unpractic'd) Knowledge, are not alone
sufficient to conduct and support a Navy
so, as to prevent its Declension into a
State little less unhappy, than the worst
that can befall it under the want of both.*

2.—**That not much more (neither)**
*is to be depended on, even from Ex-
perience alone and Integrity; unac-
company'd with Vigour of Application,
Assiduity, Affection, Strictness of Dis-
cipline, and Method.*

3.—**That it was a strenuous Con-
junction of all these (and that Conjunction
only) that within half the Time, and
less than half the Charge it cost the
Crown in the exposing it, had (at the
very instant of its unfortunate Lord's
Withdrawning from it) rais'd the Navy
of**

of England from the lowest state of Impotence, to the most advanced step towards a lasting and solid Prosperity, that (all Circumstances consider'd) this Nation had ever seen it at.

And yet not such; but that (even at this its *Zenith*) it both did and suffer'd sufficient to teach us, that there is *Something* above both *That* and *Us*, that Governs the *World*.

*To which (Incomprehensible) alone be
GLORY.*

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